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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Incorporating THE WHEEL, the AMERICAN CYCLIST and the MOTORCYCLE MAGAZINE.

Vol. LVIII.
No. 1

New York, N. Y., Saturday, September 26, 1908

$2.00 a Year
10 Cents a Copy

That suggestive question,

WHY IS THE

—SPRING FRAME—

MERKEL

THE ONLY MOTORCYCLE

WHICH DOES NOT INCREASE THE REVENUE OF THE DENTAL PROFESSION?

has conveyed a lot of meaning to many men and will cut an even larger figure in the business of the future—a hint which the wise dealer will not permit to go unheeded.

MERKEL MOTOR CO., 1114 26th AVENUE MILWAUKEE, WIS.

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You Are Fully Protected

OUR trademark is known, wherever the bicycle is known as the guarantee of quality.

You can't be deceived—you get what you think you're getting—if the tire bears our wheel and wings trademark. It is put on the tires as much for your protection as for ours. It means that

HARTFORD TIRES





"The tire with the doubt and the risk left out"

are the standard—the one standard—among bicycle tires.

It means satisfied customers for the manufacturer who recognizes the actual, positive worth, the unapproachable high quality, which have brought Hartford Tires to their present enviable position.

The Hartford Rubber Works Co.

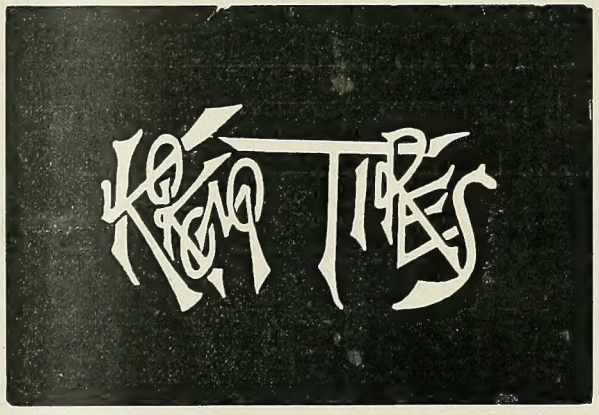
HARTFORD, CONNECTICUT

BRANCHES—NEW YORK, 57th St. and Broadway; CHICAGO, 83 Michigan Ave.; BOSTON, 817 Boylston St.; DETROIT, 256 Jefferson Ave.; DENVER, 1564 Broadway; PHILADELPHIA, 1425 Vine St.; ATLANTA, GA., 94 North Pryor St.; BUFFALO, 725 Main St.; CLEVELAND, 1831 Euclid Ave.

AGENCIES—Pierson-Wilcox Elec. Co., Minneapolis; Mercantile Lumber & Supply Co., Kansas City; St. Louis Tire Agency, St. Louis, Mo.; Chanslor & Lyon Motor Supply Co., 930 Main St., Los Angeles, Cal.; 542 Golden Gate Ave., San Francisco, Cal.; F. P. Keenan Co., Portland, Ore.; Compania Mexicana de Vehiculos Electricos, City of Mexico.

Better Tires than

Defender Special



New Oxford

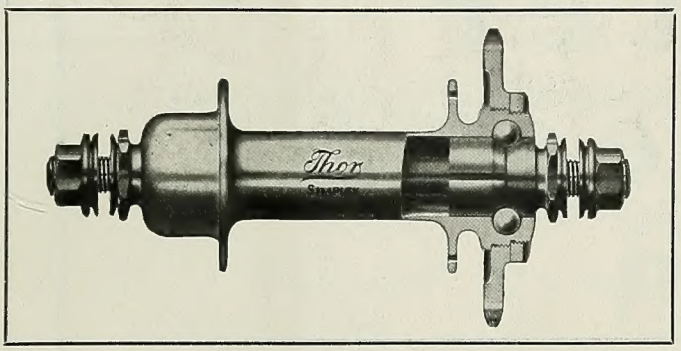
were never made

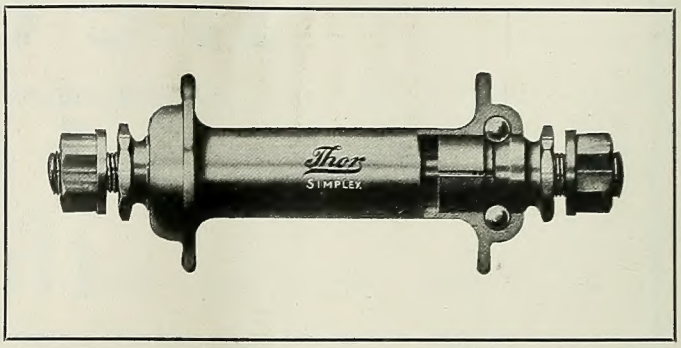
simply because no one can make them. The men who make other tires all are well aware of this great truth.

Kokomo Rubber Co., Kokomo, Ind.

Thor HUBS

**Try Them—
You'll Like Them**





Mr. Bicycle Dealer:—Give your customer the best bearings in his hubs—those that will stand up and run easiest—you will satisfy him. Demand Thor hubs on the bicycles you get from your **manufacturers** or **jobber.** You have a right to demand **satisfaction for your customers.**

AURORA AUTOMATIC MACHINERY COMPANY, Aurora, Illinois

Theres no getting away from the fact—

AJAX
TIRES

are great tires.

AJAX-GRIEB RUBBER COMPANY

57th Street and Broadway — New York City

Factories—TRENTON, N. J.

1909 MODELS

ANNOUNCEMENT

1909 MODELS

POPE BICYCLES

COLUMBIA
TRIBUNE
CLEVELAND
FAY JUVENILE

RAMBLER
MONARCH
CRESCENT
IMPERIAL



WESTFIELD BICYCLE FACTORY OF POPE MANUFACTURING CO.

In these days when it may be thought by many that the bicycle had reached the limit of practical development, it is a pleasure to announce to the trade that marked improvements are shown in our new models for 1909. They are stronger, finer looking, more salable and better in every way than the machines of previous years. In these latest bicycles will be found New Features, New Frame Lines, New Equipment, New Crank Hanger Construction, the Finest Material and the most Excellent Workmanship.

Our immense bicycle plant at Westfield has recently been added to until we are safe in saying that we can promptly take care of any demand. Here may be found machinery for the production of practically every part of the bicycle save tires and wood rims. Bicycles shipped from our Westfield factory are made there—not merely assembled from parts bought here and there. Parts entering into the construction of Pope bicycles are designed in our factory, each for its particular place, not bought outside and adapted to the desired purpose.

The sale of 1909 Pope bicycles is to be vigorously pushed everywhere, and our selling organization is such that we can offer dealers the most satisfactory service. Never before have we turned out such fine and complete lines. Responsible and active dealers are solicited for unoccupied territory, and are invited to write us for particulars of the best bicycle proposition we have ever offered.

Large and handsomely illustrated catalogues now in hands of printer. Write us for an advance copy. Address all communications to

BICYCLE DEPARTMENT

POPE MANUFACTURING COMPANY, HARTFORD., CONN., U. S. A.

AGENTS WANTED

THE PUBLIC CONFIDENCE is well worth having; but, Mr. Dealer, you can't get it by selling cheap bicycles. It is a pleasure to sell **Pierce Bicycles** for every sale makes a **new friend** and besides all this, you make easy, liberal profits by selling the **PIERCE.**

The Pierce Agency

should be in every city, town and hamlet.

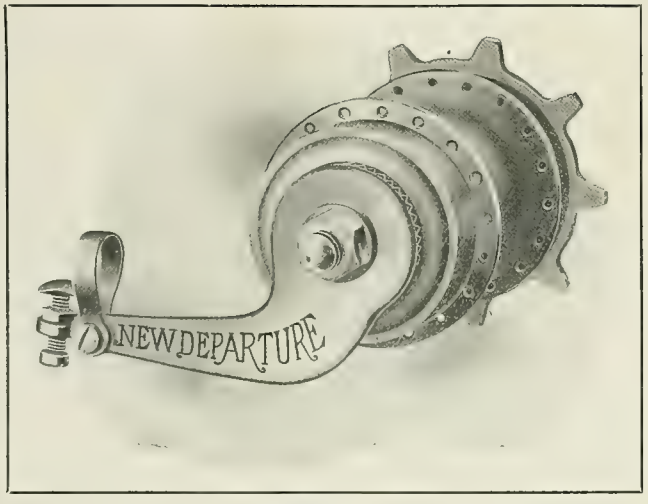
We offer to the trade the best proposition ever given by a manufacturer to the bicycle dealer—make that proposition available to yourself by writing us at once.

THE PIERCE CYCLE CO., Buffalo, N. Y.

DENVER AND OAKLAND

NEW DEPARTURES—THE WORLD'S STANDARD

For Bicycles and Motorcycles



Are You Having Coaster Brake Trouble?

¶ The New Departure will cure them.

¶ The New Departure has satisfied millions of riders in the past ten years.

¶ The New Departure is stronger, simpler, handsomer to-day than ever before.

¶ New Departure is reliable anywhere and guaranteed for three years.

¶ Sell New Departures and please your customers.

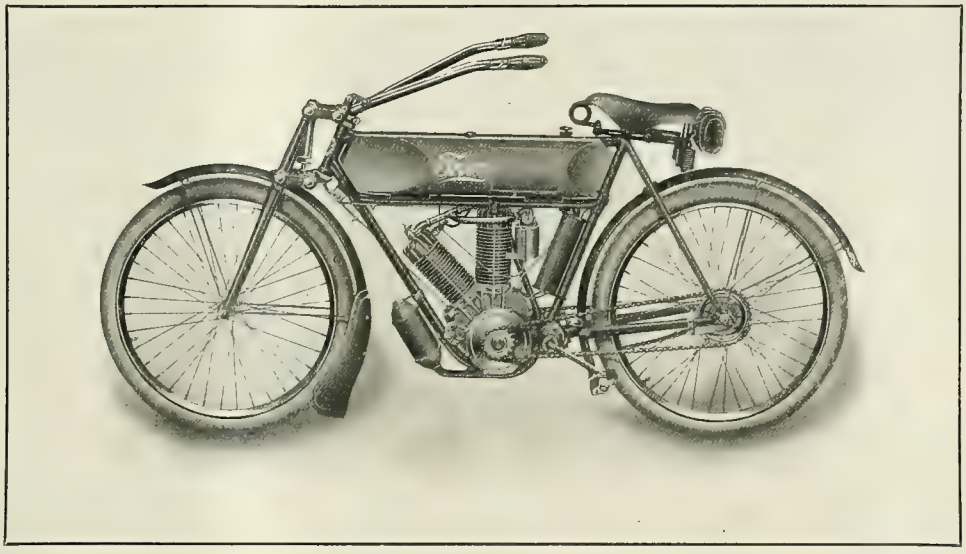
EXTENSIVE LINE OF NEW ADVERTISING MATTER FOR 1909.

The New Departure Manufacturing Co. KING STREET BRISTOL, CONN.

Thor WINS

The Only Perfect Score

BEATS ALL COMERS IN OPEN CONTEST



The Severest Test of the Season

The Chicago Motorcycle Club's Third Annual Endurance Contest—two days, 414 miles—and the

ELIMINATION CONTEST

three and one-half days, 702 miles in sand, mud and water. Nineteen entries, eight other makes.

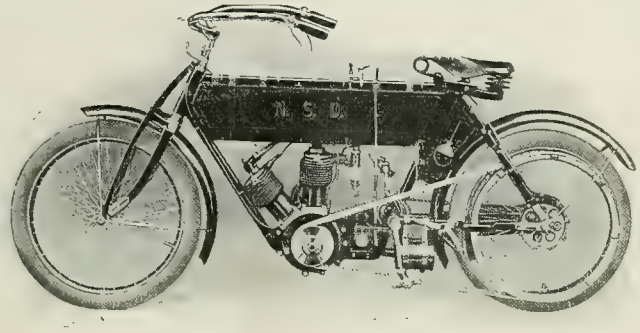
The Thor Motorcycle is a QUALITY MOUNT

The Thor Line is a Live One

AURORA AUTOMATIC MACHINERY CO., AURORA ILLINOIS

NSU

CLEAN SWEEP



6 h.p. Stock Twin Model.

The Machine That Did the Trick.

AT DETROIT

in the 5-mile open for stock machines in which seven or eight of the best motorcycles competed

THE

N.S.U. 6 h.p. Swept the Slate

Not only did it beat the best of them; but actually lapped motorcycles of larger horse-power that have claimed themselves the standard of the world.

PROSPECTIVE BUYERS—AGENTS!

In every particular this motorcycle is not only up to the minute, but is really two years ahead of any machine on the market. Its many improvements, its mechanical completeness, its superior finish and design, make it imperative for you to learn all about this wonderful motorcycle. Ride and you will find that

There IS no better

N. S. U. MOTOR COMPANY

206 West 76th Street, New York City

Write for Catalogue "B"

HAVE YOU NOTICED?

¶ In every big event that tries the reliability, power and speed of fully equipped motorcycles, the

Excelsior WINS

¶ In the Chicago Motorcycle Club Reliability Run from Chicago to Kokomo and return, 415 miles in two days. In a field of 18 starters

3 were Excelsiors
EIGHT FINISHED
3 were Excelsiors

and all with perfect scores.

¶ Thus is proven the quality of the Excelsior stock machine, exactly as it is delivered to every customer without special preparation or equipment.

¶ No Excelsior is better than any other, but all are better than any other make.

¶ Our catalogue M. C. 20 tells you why. Write for it.

EXCELSIOR SUPPLY CO.

233-37 Randolph Street, CHICAGO, ILLS.

Established 1876

MORGAN & WRIGHT MOTORCYCLE TIRES

carried off practically all the honors in the Chicago-Kokomo Endurance Run of 414 miles, which called for an average speed of seventeen miles an hour.

HERE'S THEIR RECORD:

Seven out of the nineteen machines starting were equipped with Morgan & Wright Stock Tires.

Six out of the seven machines which finished with perfect scores were equipped with Morgan & Wright Tires.

One lone puncture was the sum total of all the tire troubles experienced by riders using Morgan & Wright Tires.

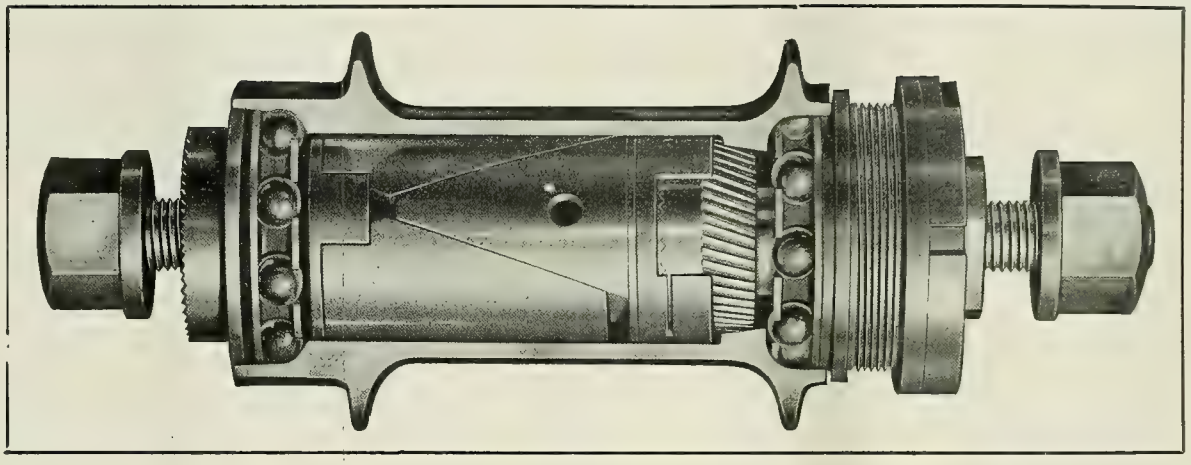
> You can call that luck, a "happenstance" or exceptionally good tire service as you please; the fact remains that you can get the same kind of service on your machine by using the same kind of tires.

Sold everywhere.

MORGAN & WRIGHT, DETROIT

It's Great—But Small

THE
MUSSELMAN COASTER BRAKE



The Brake Without the Side Arm

¶ The greatest coaster brake made because it is the simplest in construction, lightest in weight, strongest, most durable and absolutely reliable.

¶ The smallest coaster brake made and has a fewer number of parts than any other. Nothing complicated about the MUSSELMAN BRAKE to get out of order, and anyone can easily and thoroughly understand it at once.

¶ Every MUSSELMAN BRAKE is guaranteed absolutely to give perfect satisfaction.

¶ It's easy to sell because it has more talking points than any other coaster and every sale means a satisfied customer who will bring in another.

FOR SALE BY ALL THE LEADING JOBBERS
Write for price and free descriptive folder

THE MIAMI CYCLE & MFG. CO., Middletown, O.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVIII | New York, U. S A. Saturday, September 26, 1908 | No. 1

LOWERS MOTORCYCLE TIRE PRICES

G & J Company Revises Its List on Both Tires and Tubes—The New Figures Now in Effect.

Following the reduction in the price of its bicycle tires, the G & J Tire Co., of Indianapolis, Ind., has lowered the prices on its motorcycle tires as well, an action which was foreshadowed in the Bicycling World at the time of the cycle tire reduction.

The new list, which has just become public property, shows a saving of from $2.50 to $3.00 per pair on the motorcycle styles as compared with the old list, and a slight reduction in the extra charge for Bailey treads. Where under the old list the size 26x2¼ tires were $25, the new price is $22.50 per pair, the case and tube being $8.75 and $2.50 each, respectively, as against the old price of $9.75 and $2.75. The 26x 2½ tires, which were formerly $27.50 per pair, are now $24.80; the 28x2¼ are $23.40 as against the old price of $26, and the 28 x2½ are $26.10 per pair, where the former list was $29. The prices for cases and tubes in each instance are reduced correspondingly.

The new list prices for the G & J motorcycle tires are as follows:

Size.	Case.	Tube.	Per Pair.
26 x 1¾	$7.65	$2.05	$19.40
26 x 2	8.10	2.25	20.70
26 x 2¼	8.75	2.50	22.50
26 x 2½	9.45	2.95	24.80
28 x 1¾	7.65	2.50	20.30
28 x 2	8.35	2.70	22.10
28 x 2¼	9.00	2.70	23.40
28 x2½	9.90	3.15	26.10
30 x 1¾	8.75	2.50	22.50
30 x 2	9.00	2.70	23.40
30 x 2¼	9.25	2.90	24.30
30 x 2½	10.35	3.40	27.50

Motorcycle Section in Garden Show.

The management of the Madison Square Garden automobile show, New York, January 16-23, has set aside the central aisle of the Garden basement for the motorcycle section of the exhibition, where they will be grouped apart from automobiles and where they made such an impressive display last year. The show management wanted the basement aisle for commercial vehicles and was willing to give the motorcycles a portion of the top gallery where they would overlook the arena, but as it is a matter of history that while most people will walk downstairs, not very many of them will climb upward two or three flights, the managers were prevailed on to reserve the former location for the little machines. As a wide inclined platform runs from the main floor to the basement, there is no room for doubting the advantageousness of exhibiting in the latter place as compared with the "sky parlor." It is promised also that an electric sign calling attention to the motorcycle section will be displayed over the entrances from the arena.

Surre to go from Coaster Brakes to Tires.

W. J. Surre, secretary of the Corbin Screw Corporation, New Britain, Conn., and for many years the manager of its coaster brake department, has tendered his resignation, which will become effective November 1st, or sooner, if it can be so arranged. He is to become eastern sales manager of the Continental Rubber Works, Erie, Pa., and will make New York his headquarters. Surre just has returned from a trip to the Pacific Coast in the Corbin interests, with which he has been so closely identified that his change of base will cause surprise.

Federal to Produce Bicycle Tires.

The Federal Rubber Co., Cudahy, Wis., manufacturers of mechanical rubber goods, have added bicycle tires to their productions; they expect to begin making deliveries by November 15. Otis R. Cook, for 12 years with the B. F. Goodrich Co., will be general manager of the tire department and Osborne S. Tweedy, formerly with the Diamond Rubber Co., will be sales manager.

RECEIVERS ANTICIPATE CREDITORS

They Ask and Obtain Authority to Pay Another 25 per cent. Dividend—Six Claimants are Debarred.

Anticipating the pending motion of certain creditors, the attorney for the receivers of the Pope Mfg. Co. on Tuesday last, 22d inst., obtained from the Chancery Court of New Jersey, an order authorizing the receivers to pay to all creditors a third dividend of 25 per cent. The money will become available as soon as it is transferred from the jurisdictions in which it reposes.

On the same day, the Chancery Court upheld the receivers in disallowing the claims of the B. F. Goodrich Co., Beech & Sweet, the Curtis-Williams Auto Co., C. M. Childs & Co., the Dodge Motor Vehicle Co. and Fickling & Co. Vice-Chancellor Howell entered an order which prohibits these concerns from appealing from the action of the receivers.

The August report of the receivers of the Pope Mfg. Co. for Connecticut, which has been filed with the clerk of the Superior Court in Hartford, shows that on the last day of the month the cash balance in the bank and the office was $314,530.65, while the accrued liabilities for materials, supplies, pay rolls and miscellaneous expenses during the month were $20,658.65. The cash receipts for August amounted in all to $54,943.66, while the cash disbursements totaled $66,776.30. The outstanding credits amount to $55,172.46 to which is added $4,423.43 as due from the receivers in other districts for the transfers of merchandise, supplies and advances for expenses.

The Retail Record.

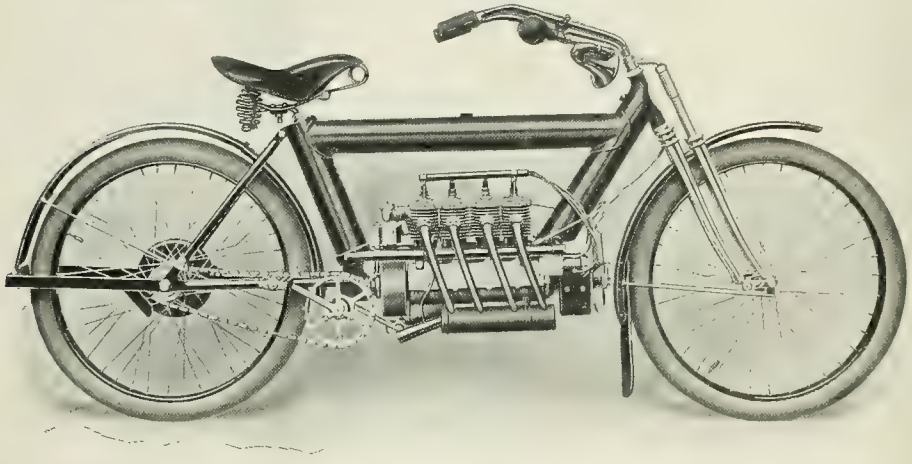
Rochester, N. Y.—L. A. Baker; discontinued business.

Columbus, O.—Franklin Bicycle Store, G. W. Setty, manager; begun business at 49 West Long street.

FIRST AMERICAN FOUR-CYLINDER

After Long Tests, Pierce Finally Launches His Motorcycle—Automatic Lubrication One of Many Novel Features.

Those "in the know," long have known that a Pierce motor bicycle was not only in prospect, but in actual existence. In fact, several different models of various sorts have existed at one time or another, each having been tried out thoroughly on the road. It was not until this week, however, that the Pierce Cycle Co., Buffalo, N. Y., became willing to have anything said about their final choice and the construction of the present model, which already has been given several thousand miles of tryout on the road. It is sensational in that it is the first American four-cylinder machine. Aside from this one feature, it also possesses a number of other original characteristics which are of a truly distinctive nature.



THE PIERCE FOUR-CYLINDER MOTOR BICYCLE

Instead of the usual method of framing and the use of external tanks these two elements are combined. The top and bottom tubes, as well as the seat post, are of 3½-inch diameter, 18 gauge, and copper plated on the inside. The top and upright tubes are used for the gasolene supply, carrying 7 quarts, or enough for from 100 to 150 miles of average running. The lubricating oil is carried in the bottom tube, the 5 pints it will hold, taken with the usual supply in the base being sufficient for from 1,500 to 1,800 miles. The tubes supporting the motor and the rear right lower fork are of 1-inch diameter, 16 gauge. The rear left lower fork is 1 1-16 inch diameter by 13 gauge and the upper rear forks are ⅞-inch diameter by 16 gauge.

The rear portion of the machine is given an absolutely rigid mounting. The front forks, however, are spring suspended and equipped with a shock absorbing device. The main or weight supporting fork is of the triple crown variety and very heavily made, joining the ends of the front, shock-absorbing fork by means of a short link on either side. The secondary fork also is of rigid construction, but its neck fits into a Pierce hydraulic cushion cartridge attached to the head of the machine, the device being the same as is used on the Pierce cushion frame bicycles. The arrangement comprises a combined helical spring and pneumatic cushion, closely encased, and so contrived as to eliminate practically all vibration. The handle bars are of the V-type, retained by means of the Pierce expander. The guards are long and sweeping, the rear member being hinged in such a way that it may be turned up in order to permit of ready access to the wheel when changing tires.

The wheels are 28 inches in diameter, shod with 2½-inch detachable tires. The wheel base is 60 inches. The stand is so devised that the rear wheel may be removed without disturbing it.

Excepting for the brakes, the control is entirely by means of the grips. The left member actuates the throttle, while the right governs the timing and the valve lifter. Connection with the grips is made by means of Bowden tubes and piano wire cables.

The motor is unique in several respects other than in regard to the number of cylinders. Thus, the lubrication is entirely automatic, and requires no attention on the part of the rider. A gear pump located in the forward part of the crank case forces the oil directly to the various bearings while the motor is running, and in amounts proportional to the speed. As the bearings are all of liberal size—the main bearing being 1⅜ and the connecting rod bearings 1 3-16 inches long, the diameters being ⅞ inch—there should be absolutely no trouble on the score of either bearings or lubrication.

The cylinders are cast separately, their internal dimensions being 2 3-16 by 2¾ inches, bore and stroke. The pistons are of gray iron, and are fitted with three rings. The crank and cam shafts are of one piece, the former being of nickel steel, heat treated and with its journals ground to size. Ignition is by Bosch, high tension magneto. The instrument is mounted in front of the motor and gear driven.

Transmission is by shaft, a disc clutch on the motor fly wheel connecting with a pinion of a jack shaft, through which power is transmitted to the shaft. The latter is carried inside the left lower fork tube, a gear on its end engaging a bevel gear on the rear hub. In case of accident when it is desired to drive the machine by means of the pedals, the clutch may be released by slacking off two nuts. All transmission journals run on ball bearings, the gears are hardened, and of the best material for the purpose. The driving ratio is 5 to 1.

Cyclometer Incorporated in Front Hub.

As showing the refinements and novelties that cycles are subject to in their details, a recent foreign front hub incorporating a cyclometer in its construction, is an example. To the casual observer the hub presents no peculiar features, but a closer inspection reveals a little glass wondow about an inch long, through which five figures may be seen. The window is situated across the center of the hub, the mechanism being attached inside the barrel while a small star is actuated by coming in contact with a striker fixed to the rigid spindle in the center. The hub complete with its cyclometer weighs 13 ounces.

Tool for Trimming Down Contact Points.

Probably the best and cheapest tool procurable for trimming down the contact points of a circuit breaker is an ordinary small pocket manicure file, such as may be secured for a few cents, ready enclosed in a suitable leather case. In using it care should be observed not to remove any more metal than may be necessary to take out any pit marks in the surfaces, and to leave the contact sides of both points in such shape that they will meet perfectly on the square when brought together.

Foreign Motor for American Market.

The Motor Car Specialty Co., Trenton, N. J., are marketing the Planche four-cylinder engine designed for use on motorcycles. Its cylinders are 2 1-16-inch bore by 2¼-inch stroke, and are claimed to develop 6 horsepower at 2,000 r. p. m. Mechanical valves arranged on opposite sides of the cylinders are employed. The weight of the engine is said to be 54 pounds.

More Visitors from Pacific Coast.

The number of Pacific Coast tradesmen who now are visiting the East, will be increased by the arrival of F. M. Jones, of Sacramento, the Racycle territorial agent, and C. F. Wright, of Ballou & Wright, Portland. Both of them are now en route in this direction.

N. S. U. Book is Americanized.

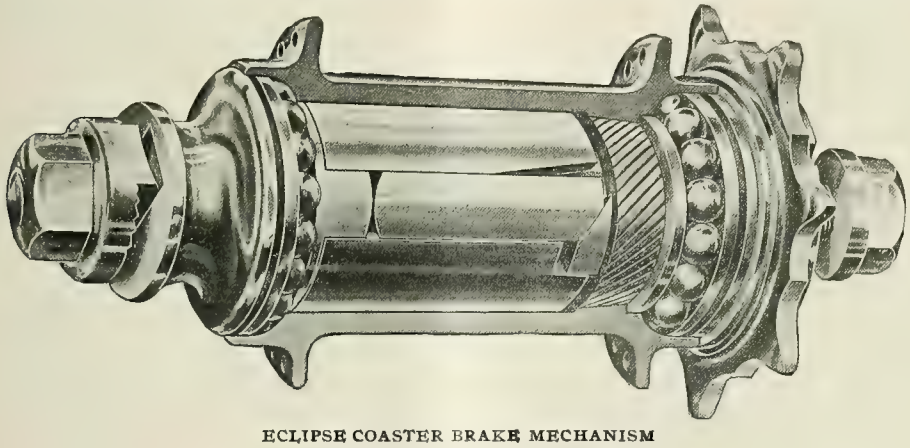
The N. S. U. price list of parts just has been issued in American form. Heretofore it has contained foreign equivalents. It is a very comprehensive book, so illustrated that every part and its exact location in the engine readily may be recognized.

TOTAL ECLIPSE OF THE MORROW

Revolutionizing of Eclipse Company's Coaster Brake Extends Even to Name —Mechanism of the New Comer.

Besides its armlessness, the Eclipse Machine Co.'s new coaster brake, which, by the way, will take the name "Eclipse" directly from its manufacturers instead of "Morrow" from its predecessor, has a radically new method of expanding the brake sleeve and presents unusual features of compactness and simplification.

The reduction from the Morrow model in both size and weight is accompanied by a reduction in the number of parts. As stated in last week's Bicycling World, where the former product of the company was 2½ inches in diameter the new brake is only 2 inches, and weighs 15 ounces less. All the functions of the mechanism are made possible by a construction which comprises only eight main members, including the stationary spindle, the driving screw, the clutch, the expanding sleeve or brake shell, the expanding lever, the lever wedge, the chain sprocket and the outside hub carrying the spokes. The spindle and the expanding sleeve are secured from turning by flat sided lock washers at the outer ends of the axle, the latter being splined so that the washers may be moved endwise in relation to it but cannot turn. The lock washers are fastened into the rear forks of the machine to which the brake is applied, by means of regulation binding nuts. As the expanding sleeve is fastened to the spindle so that it cannot turn, and the spindle itself is prevented from revolving by the lock washers, the latter make the use of the old style side arm unnecessary and permit the neat form which the new model takes.



ECLIPSE COASTER BRAKE MECHANISM

It is in the method of spreading the sleeve or brake shell that quite a revolution is introduced, the departure consisting of the use of a lever instead of wedges for forcing the sleeve ends apart so that the shell comes in frictional contact with the inner surface of the exterior hub. Fixed so that it rotates with the sprocket is the driving screw which controls the movements of the tapered and spirally grooved clutch, which in the illustration is shown at the right. The braking action is, of course, applied by back pedaling and thus making the sprocket turn backward, the effect of which is to move the clutch to the left along the driving screw until it presses hard against the wedge at the end of the lever. The wedge tilts the latter from a position parallel with the spindle to one at an angle with the axle, the sleeve being cut away slightly to allow this movement. It will be seen from the illustration that as the right hand end of the lever is forced up the left hand end will be forced down, the point on the upper end of the sleeve where it begins to be cut away serving as a fulcrum for the lever's action. The spreading pressure on the brake sleeve is thus applied at about one-third of the distance from the right on the upper end and about one-third from the left on the lower end, resulting in a very even expansion of the shell all around instead of a greater spreading at the right or the left as the case might be with wedges. The degree to which the sleeve is expanded and a corresponding resistance exerted against the turning of the outside hub, is proportional to the vigor with which the sprocket is reversed by back pedaling and the clutch forced to the left against the wedge which moves the lever. When the backward pressure on the sprocket is released, the spring quality of the brake sleeve promptly forces the lever back into its normal position again, so that the wheel is not resisted in either coasting or forward pedaling.

When the pedals are being turned forward, the driving screw fixed to the sprocket draws the grooved clutch toward the right so that it forces into the clutch seat of the outer hub carrying the spokes. Thus the sprocket, the driving screw, the clutch which it carries, and the outer hub all revolve forward together. In coasting, the sprocket remaining stationary holds the driving screw stationary also, while the brief forward motion of the clutch in contact with the outer shell is sufficient to make it move toward the left along the temporarily stationary driving screw until it is entirely released and the wheel is free to revolve on the two rings of ball bearings shown in the picture. The delicate springs and multiplicity of small parts which have been the accompaniment of many brakes in the past are conspicuously absent in the new model, which is marked throughout with sound mechanical construction and directness of operation.

Cement for Silk Racing Tires.

Because of the frailty of the silk tires used by the racing cyclists on board tracks and the frequent punctures and blowouts that occur, it is often necessary that quick changes be made in the way of fitting new tires, for which purpose many of the riders have compounded their own favorite mixtures of cement. For track tires the cement should be such as to permit easy removal, while at the same time holding firmly in action, and it should be of the quick drying character that will make a wheel ready for use in a machine almost immediately after the new tire has been put on. Shellac and various standard brands of cement which are excellent for road work are deficient in that they make removal of the tire too hard a job, while fish glue, if used alone, dries to the brittleness of glass, sometimes greatly damaging the tires at the edges of the rim.

A compound originated by Worthington L. Mitten, the professional bicycle rider, known affectionately as "Little Mitten," consists of five parts of Le Page's fish glue with one part of glycerine. This has been used successfully by himself and many other riders for a number of years and seems to be the ideal track tire cement. It holds perfectly within a few minutes after a tire has been put on, and yet is always soft enough so that a damaged tire can be promptly stripped from the rim, and if it is desired to clean a rim and tire to which it has been applied, a little warm water removes every trace of it. Such a tire cement is, of course, only suitable for board or cement tracks, as water quickly dissolves it.

Utility of Small Vulcanizers.

Motorcyclists who do not relish paying out more than is necessary for tires frequently overlook the possibilities of keeping their tires in good condition that are to be found in the small vulcanizers and the various acid cure solutions. The latter are very useful in repairing surface cuts and gashes, while the vulcanizers will take the heavier work of incorporating whole new sections in the tread. The time required for successful repairs with both classes of outfits is much less than one unacquainted with these devices would suppose, and in nearly all cases the work can be done without removing the tire from the rim.

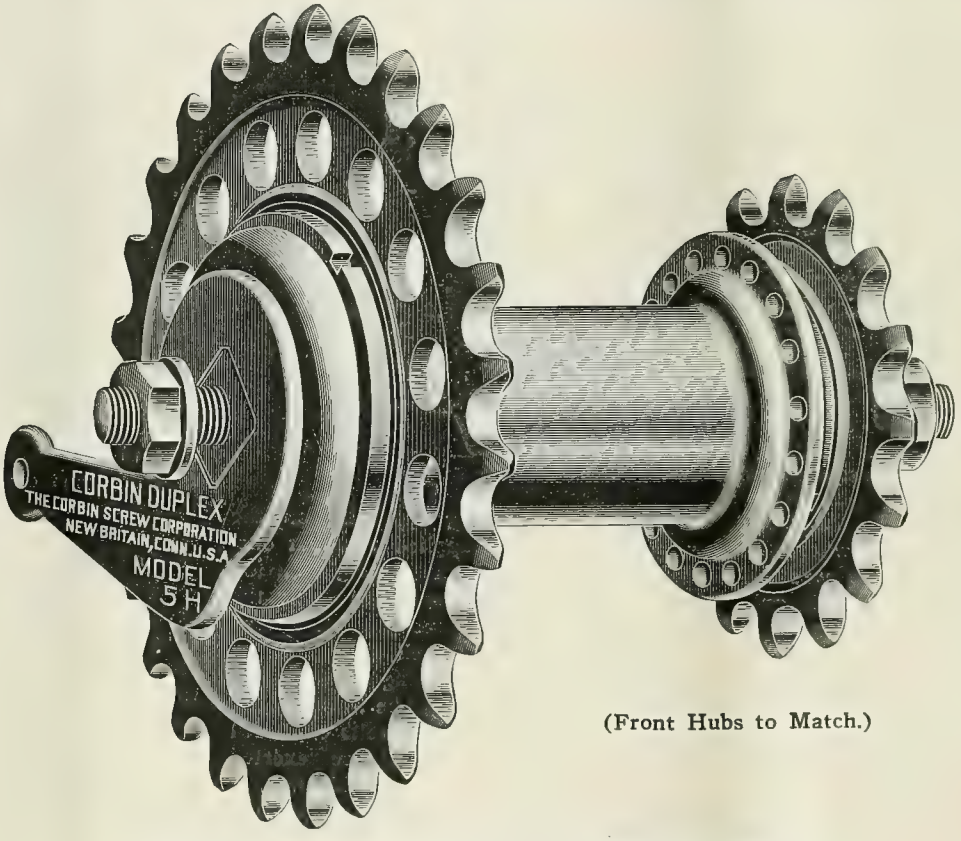
Persons Has no Cause for Complaint.

C. A. Persons, president of the Persons Mfg. Co., Worcester, Mass., this week returned from his visit to the Pacific Coast. He states that he has no cause to complain of the results of his trip.

FOR MANY YEARS, THE

Corbin Coaster Brake

has been the choice of the discriminating purchaser.



(Front Hubs to Match.)

CORBIN MOTORCYCLE COASTER BRAKE.

For 1909

there is every reason, possibly more reasons,
why the same state of affairs should continue.

Corbin Screw Corporation, New Britain, Conn.

THE BICYCLING WORLD and MOTORCYCLE REVIEW
FOUNDED 1877

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, SEPTEMBER 26, 1908.

Results of the "No Use Trying" Policy.

Like most of the other professional racing men, E. F. Root evidently has small fear of the National Cycling Association and when he can succesfully and without punishment employ such tactics as he employed in the New York six-days-two-hours-per-day race, there is no reason why he or any one else should fear the organization. Its government has gone from bad to worse.

It was a matter of common knowledge that a combination existed to prevent Clarke, the Australian, from winning. In the middle of the week, in an effort to throw him, Root fouled him so deliberately and repeatedly that the crowd hooted and the doughty little man from the Antipodes, despairing of a square deal, quit the contest. Did the N. C. A. order Root out of the race or otherwise punish him? Foolish question! Of course it did not. Its responsible official scurried about and seeking out the promoter, they induced Clarke to return to the track, placing him on an equality with the others, who then were miles ahead of him. On the same night, one of the American competitors was willing to wager $1,000 to $1 that Clarke would not win a single race.

On Saturday night, Clarke did not win, but he did not miss victory by a very large margin. Root, however, was the real feature of the concluding mile. If ever a man "laid down" and made no effort to stay in front, Rood did so on that occasion. For six of the nine laps he led the six contenders in the final mile a merry pace; then he suddenly sat bolt upright and let the others pass him. He made not the semblance of an effort to win. Did the N. C. A. officials question or punish him? Another foolish question. They probably thought that Root had ridden during six nights for exercise and "for the fun of the thing."

Two or three years ago, Root was the chief figure of another disgraceful chapter in American sport. He had entered into a combination with other competitors in the New York six days race and at its conclusion they charged him with giving them the "double cross" when he refused to divide the spoils, over which they quarreled in a public place. Did the N. C. A. investigate the affair? Was Root punished on that occasion? He was—but not by the N. C. A. He was kept off the track for a year or so by the indignant other parties to the deal, who threatened to ride him over the banking and kill him did he again attempt to again compete with them.

Judged on its record of the past year, there are substantially only two offenses of which the N. C. A. takes cognizance, viz.: riding inside the pole line, and the breaking of contracts with race promoters. The only other offense of which the organization took material cognizance was when it imposed a fine of $25 on the promoter of the Kansas City six days race for buncoing the public by substituting a "ringer" for a well known racing man. It took action after several months delay and only when one of its allies served notice that if the N. C. A. did not act in the matter, it would rule the offender out of its sport and call on the N. C. A. to live up to the terms of its alliance.

To practically all other derelictions, the N. C. A. has remained deaf, dumb and blind. Time without number and under the eyes of its officials, the most flagrant combinations to defeat the first principle of sport—a fair field and no favor, have been consummated; they are combinations to assure victory for a particular man and the defeat of another, nothing more, nothing less. Instead of riding to win men have deliberately "laid down" and ridden to lose, and have not only spilt purses, but accepted money for losing. They openly have admitted that it has been more profitable for them to lose than to win. Despite this shameful state of affairs, the N. C. A. does nothing more than call attention to its edicts against "teaming," which as well might never have been issued, for all the effort the N. C. A. has made to enforce them. Asked why no effort is made to remedy the state of affairs, the N. C. A. official chiefly responsible, convincingly replies: "There's no use trying; you can't stop it in a life time"; and accordingly no attempt is made to stop it. Yet only last week, that influential Paris publication, Les Sports, in commending the stand of the Bicycling World in the matter, remarks that they stopped the dirty work abroad. Why should the N. C. A. be less impotent?

However, the tactics employed to defeat Clerke, the Australian, and the "laying down" of Root is such as to merit the attention of the foreign organizations. Clarke's treatment was fouler and more deliberate than anything that may have been suffered by the American athletes in the Olympic games in London, and which caused such an outcry in this country; and when a visiting competitor can be no longer guaranteed fair play and a square deal it is time for the other nations to "sit up and take notice." The alliance of the N. C. A. with the international union is its chief source of strength and by "foreign nations" we mean that union. On this subject one of the wisest of the professional riders, who has competed abroad, only recently remarked: "We must recognize the N. C. A. because most of us have raced, or hope to race abroad and we can't race if the N. C. A. says nay; more than this, we can do many things here which we dare not try over there."

This represents about the real state of affairs. "Dirty work" is committed here with impunity which dare not be attempted abroad; and solely because no real effort is made to stop it.

The Bicycling World cannot be charged with unfriendliness to either the N. C. A. or its officials. It has stood by them through thick and thin, in the belief that conditions would improve, but when we are told that it is "no use trying" to improve them and when it is made so abundantly plain that the "square deal" has become a lost art and the fair field and no favor a hollow mockery, it is a brand of government which this publication is unwilling to support.

CORRESPONDENCE

The Troubles of a Beginner.

Editor of the Bicycling World:

Will you please tell me, if you can, what to do for my motorcycle after I explain its actions. I am a beginner and this is my first case of trouble.

1. I have a 1908 model Merkel, and it has worked fine for two months, but ten days ago something went wrong. The machine will run at times in the stand, but sometimes it won't run at all in the stand, and it will not run on the road at all. The compression seems to be as good as ever and at first I thought it was the batteries, but I changed them, and I am pretty sure that is not the cause, for I tried the spark to-day according to the instructions I have seen in your paper, and as I had my fingers too close to the business end of the secondary wire I am pretty sure that the spark plug is getting juice enough. While running on the stand I noticed that the motor does not exhaust regularly and that it will run for a minute or two and then stop; also the least pressure on the brake will stop it almost as quick as if there was no motor attached to the wheel. I am sure this is not a case of empty gasolene tank or not turning the gasolene on, for I have been trying every day for ten days, and I am sure the carburetter would not hold enough to run that long, besides when I stop the motor the gasolene will start dripping. I do not think the trouble is due to any foreign matter in the tank as I have been careful about straining the gasolene and about keeping the filler cap in place.

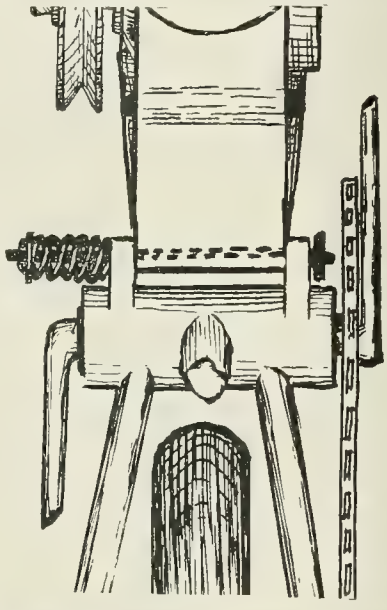
(2) I have a copy of the Care and Repair of Motorcycles, and although it is a fine book for the man who has some knowledge of motors, I want a book for the man that knows absolutely nothing about them. If you have a book of that sort or can advise me where I can get one, would be greatly obliged to you for the information.

J. B. HUNTER, Granger, Wyo.

[1. It is difficult to give you any very specific advice on the strength of the rather general symptoms you describe. Apparently you do not know how to test the spark outside the cylinder, which is a very simple operation: merely remove the spark plug, lay it on top of the cylinder and "finger" the contact blade of the commutator. This will quickly show you whether the plug is short circuited and whether the spark is actually reaching the combustion chamber, and also if there is sufficient life and "snap" to it to ignite the charge when under compression. If the spark is all right, the trouble may be due to a poor mixture; the flooding of your carburetter suggests a mixture too rich in gasolene; also that the carburetter float is leaking or requires adjustment to a proper level. If you are sure that no leak exists in any of the joints of the carburetter pipe which admits air and thus destroys the mixture before it reaches the cylinder, test the valve springs with a screwdriver, also the adjustment of the contact screw of the commutator, as explained in Care and Repair of Motorcycles. It is barely possible that the muffler is choked and requires cleaning; try the motor with the muffler removed. 2. The only publication of a more elementary nature than Care and Repair of Motorcycles is the F. A. M. Helping Handbook, which, however, is not for sale at any price. It can be had only by becoming a member of the F. A. M.]

Exhaust Valve Employed as a Bolt.

Resourcefulness in roadside repairs is a matter of pardonable pride with many motorcyclists and examples of ingenious use of the materials at hand to replace necessary but missing parts are of frequent occurrence. H. J. Wehman, secretary of the F. A. M., recently gave a clever instance of



such resourcefulness, as shown by the accompanying illustration.

The threatened shaking loose of the engine of his Curtiss called attention to the fact that one of the bolts and nuts evidently had dropped off in the road. Efforts to find them were unavailing, and yet to continue with the engine unscrewed meant disaster. After considerable thinking, Wehman took from his kit an extra valve, which he had brought along for emergency use, and inserting it in the hole for the bolt, found that it was a very close fit. While the valve top served very well as a bolt head, there was no method available for threading the projecting end of the stem on the other side, nor was there a nut to be had even if the stem could have been threaded. The valve was secured in its position, however, by tightly compressing its heavy accompanying spring over the projecting part of the stem and inserting the cross pin at the end.

While the tension exerted on this improvised bolt was only that of the compressed valve spring instead of a nut screwed tight, yet the makeshift served perfectly to bring the machine home without damage to either the engine or the frame.

Flooding Carburetter; Hot Crank Case.

Editor of the Bicycling World:

I want to ask two questions which I wish you would please publish and answer in your interesting paper, for I believe the answers will benefit many motorcyclists besides myself:

1. I have a motorcycle equipped with a Thor motor. The carburetter floods all the time while the motor is stopped, and I wish to adjust the float level. At what level should the gasolene be in the standpipe?

2. After running my motor for two or three hours, the crank case gets so hot at the bottom that I cannot bear my hand on it. Should this be so? The compression is so good that it take nearly all my strength to turn the motor over by the rear road wheel. Should the crank case ever get so hot that it is uncomfortable to place the hand on it?

SUBSCRIBER, Unadilla, Ga.

[1. About one-thirty-second of an inch below level of standpipe; if it is appreciably lower, difficulty will be experienced in starting. 2. Crank cases usually become too hot for handling; when the bottom is unduly so it suggests internal friction at that point; possibly the fly wheels, or some other internal part is loose, thus permitting the fly wheel to rub the bottom of the case. This would seem to be borne out by the unusual compression of which you speak.]

About the McDonald Motorcycle.

Editor of the Bicycling World:

Can you get for me a description of the 1906 McDonald motorcycle? I think it had a Thor motor and a spring frame.

J. SCHMIDT, Tracy, Cal.

[The machine in question employed a 1¾ horsepower Thor motor and carburetter and differed from others using the Thor components only in respect to the frame, which had the Bendix telescopic rear forks. Very few of them were built and they at no time cut a figure in the industry.]

COMING EVENTS

September 28-October 3, Trenton, N. J.—Six days race, State armory.

October 4, Grant City, Staten Island—New Jersey division of the Century Road Club of America's carnival of sports.

October 4, St. Louis, Mo.—St. Louis Cycling Club's annual closed club handicap race.

October 10, Philadelphia, Pa.—Quaker City Motorcycle Club's Founders' week race meet, Point Breeze track.

HINCKLEY WINS THE RUN-OFF

Exciting Four Days' Elimination Contest Follows Chicago-Kokomo Run—Davidson Quits with Clean Score.

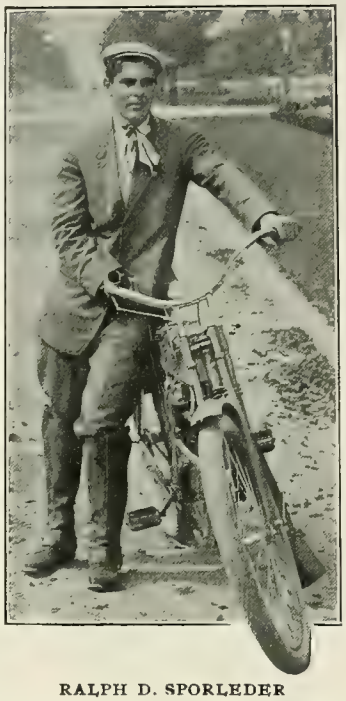
Chicago, Sept. 24.—After an elimination contest lasting four days, C. S. Hinckley, of Aurora, Ill., riding a twin Thor, was declared the winner of the silver trophy offered by the Chicago Motorcycle Club for its two-day Chicago-Kokomo endurance run. Walter Davidson, on a Harley-Davdson, was the runner-up, declining the issue the final day because of a sudden call to Milwaukee where his factory is located; and, although a baby cloudburst had converted the roads into seas of mud, Hinckley then went on to Valparaiso, the first control, and was declared the winner.

The elimination was more exciting than the original contest. The interest in it was intense all along the Chicago-South Bend course, and at both ends of the daily run great crowds gathered to greet the survivors each day. So much interest was aroused in fact, that the Chicago Motorcycle Club is now contemplating a 1,000 mile run to be spread over four days, covering the course mapped out for the Chicago Motor Club reliability run for automobiles. It will be run on the hub and spoke plan, the daily runs starting and finishing at Chicago.

Of the seven riders who finished with perfect scores in the trade class of the Chicago-Kokomo run only five accepted the issue when Dr. S. W. Fahrney called the starters to the tape for the start of the run-off. George H. Meiser and A. G. Lyon, who finished wth perfect scores, but in bad physical shape after the run to Kokomo, were not permitted to start by their physician. This left the fight for the possession of the cup to J. S. Woodworth, Excelsior; G. W. Lyon, Indian; Walter Davidson, Harley-Davidson; C. S. Hinckley, Thor, and J. S. Tormey, Thor.

The elimination contest rules were the same as those under which the original test was run; the controls were the same as far as South Bend—Valparaiso and Michigan City—then return, a distance of 206 miles daily. The roads were in fair shape, except for sand near Rolling Prairie, and it was the general prediction that the eliminaton test would continue indefinitely, but an accident put Woodworth out of the running the first day. Near Valparaiso, on the outward journey, he ran into a hole in the road and snapped his fork. He patched up his trouble and made the next two controls on time, but on the return trip the repairs gave way and he was finally forced to leave his machine at Valparaiso, from where it was shipped back to Chicago.

While trying to pull his machine through to the Valparaiso control on schedule time, Woodworth caused a lot of excitement in the little town of Coburg, midway between Valparaiso and Westville. The fork was broken so that the wheel rubbed against one of the sides and he was pedaling in the heat of the day. He became exhausted and



RALPH D. SPORLEDER
Winner in Private Owners' Class.

came into Coburg panting, with hair dishevelled, eyes glaring and greatly excited. The residents thought he was overcome with the heat and it was some time before Woodworth recovered breath enough to explain just what was wrong with him.



C. S. HINCKLEY
Winner in Trade Riders' Class.

With Woodworth out of the reckoning there were only four starters the second day, and of these only three reached South Bend, and before the final day's control was reached this number had dwindled to two. On the out trip, Tormey's engine "seized" near Valparaiso, and on the homeward journey George Lyon hit the same hole that Woodworth had hit and he also snapped his fork. It was peculiar that all three eliminations were at or near Valparaiso, which earned for the little Indiana town the reputation of being a hoodoo.

The third day, Tuesday, saw only two actual starters, but Tormey had returned to Chicago by train and securing a single-cylinder machine he followed the contestants over the course. This was renovating day for both Hinckley and Davidson—the only remaining contestants. Hinckley had a new inlet valve put in, besides a new bar, while Davidson removed some carbon from the cylinder and made other repairs. The riders were much together on this day, and both made exceptionally good time to South Bend. The repairs were made between Jackson Park and Valparaiso, a distance of 42 miles, for which the schedule allowed 2 hours and 29 minutes. The pair made the schedule without trouble, though they had to ride fully 40 miles an hour to make up the lost time in making repairs. Another fast run on this day was from Michigan City to South Bend, a distance of 35 miles, for which the schedule allowed 2 hours and 2 minutes. Both men reached South Bend in 1 hour and 15 minutes, and most of this over going that is proving troublesome to most of the automobilists.

There was not much to choose between the riding of Hinckley and Davidson; their machines were in good shape and both men were strong. Nearing Valparaiso on the return trip, they were caught in a rainstorm. It was in this going that Hinckley again demonstrated that he is one of the best mud pluggers in the West. Davidson was ahead and managed to get slightly in front of the storm and escape a lot of bad going, but Hinckley had more than his share of it. Both finished strong, accompanied by Tormey. At the finish of the day's run, Davidson announced that he must return to his business and that therefore he would not start the next morning; few, however, seriously accepted his withdrawal. But he proved that he meant what he said.

During the night another heavy rainstorm came on and when the time to start came—4:30 a. m.—only Hinckley made his appearance. Hinckley, accompanied by Tormey, then rode to Valparaiso through the slush, registered and returned to Chicago, the winner of one of the most strenuous endurance tests ever held in the West. The run to Kokomo was hard enough for both the men and the machines, but the daily runs to South Bend and back were a task the like of which no machines have ever been asked to perform before, when it is considered that a schedule of 17 miles an hour had to be maintained. It may be considered a feather in any man's cap, or any machine's cap—if the latter may be said to have caps—to go through a strenuous test of this sort. The machines were turned over to the racing committee of the club at the completion of each day's run

and were kept under lock and key all night. Both Hinckley's and Davidson's machines were in good running order when the test was declared at an end Wednesday night, this despite the fact that the Thor had covered 1,116 miles, and the Harley-Davidson 1,032 miles since the inception of the Kokomo affair.

Both Hinckley and Davidson were exceptionally lucky in the matter of tires. Neither one nor the other had even a puncture to contend with in running over 1,000 miles, Hinckley being equipped with Morgan & Wright and Davidson with G & J's. There was very little tire trouble all through the run, when the affair is sifted down.

There was much dissatisfaction with the rules. True, they were rules and they were wordful enough, but they meant little. They were open to several different interpretations and the officials of the Chicago club who were responsible for them have learned a lesson. Under the rules repairs were permitted in any control, except the night control, when the machines were taken away from the contestnts. Contestants were permitted to start when they pleased as long as they made the controls on time and there were other vagaries which caused no end of friction, and the pace, considering the long stretches of sand on the orignal Chicago-Kokomo route, gave the contest the complexion of a road race. The Chicago-South Bend course avoided most of this sand and made the going in the run-off much easier, though the slush caused by the rain did not serve to make it exactly enjoyable.

As was already known, the competition in the private owners' class in the contest required no elimination test. The original two-days run eliminated all but Ralph D. Sporleder (Harley-Davidson), who won with a score of 957 points.

Collins Takes Honors at Tanforan.

W. G. Collins, riding an Indian, made the fastest time in the Olympic motorcycle races at the Tanforan track, San Francisco, on Sunday last, 20th inst., and beat the time made by any automobile for five miles. Collins won the free-for-all handily, after the Harley-Davidson, which was giving him a good race, lost its belt. Holsberg on a Thor was second. Time, 5:20⅕. The five miles for doubles went to Chelini on a Thor, with F. Karslake (Curtiss) second and W. Merryweather (Indian) third. Time, 5:52. W. Dreyer (Indian) won the five miles for singles, covering the distance in 7:09⅕. A novelty race between an automobile, motorcycle and runner formed one of the diverting features. Howard drove the automobile, Collins the motorcycle, and Hirschfelder, the Olympic sprinter, traveled on his legs. As the distance was only 90 yards it was thought the runner would win easily, being the quicker starter, but Collins upset their calculations and won handily, with the automobile second. The time was not given.

TEN NEW PROS; TWO NEW CLASSES

Amateurs Who Have Been Taking Cash All Season, Finally Transferred—New Class for Their Benefit.

Without any intimation that it would be done so suddenly, the Board of Control of the National Cycling Association last week turned ten of the leading amateur sprinters into the cash-chasing field. It is stated that the men were really cash chasers all summer, but that they took the money "sub silentio," so to speak.

The amateurs that were declared professional are George Guthrie Cameron, of the Irish-American A. C., and Louis J. Weintz, of the New York A. C., who represented America in the Olympic bicycle races; Fred Hill, of the Armory A. A., Boston; Peter Drobach and Hugh McPartland, Boston; Oscar Goerke, National A. C., and Charles Stein, Irish-American A. C., who is the amateur champion for the year; Dave Mackay, of Newark, and James Zanes, of the National Turn Verein Wheelmen.

It has been an open secret that most of the leading amateurs in the East have been taking cash this season instead of jewelry and other merchandise and it has also been rumored for several weeks that they would "get the hook" but the action was not expected so soon.

Several of the "turned amateurs" have declared that they will fight the decision of the Board of Control and carry their individual cases to the Board of Appeals. It is generally understood, however, that all of the transferred riders have been "caught with the goods on" and that there will be small chance for the action of the Board of Control to be rescinded.

Two years ago Weintz and Zanes were among a number of amateurs who were transferred to the professional ranks and they later rode in an outlaw organization; like all the others, however, they were reinstated via the back door route.

Following the anouncement of the transferance of nine of the leading amateurs to the professional ranks came the news that hereafter professional riders will be divided into two classes—Class A, for the fast men, and Class B, for the slower riders. This should work very profitably for if the promoters provide class races all the professionals will have a chance to make a living while the amateur ranks will be filling in all the time. The fact was demonstrated at the Tuesday meet at the Garden when there were more entries in the amateur races than there had been when Cameron, Hill, Stein and the other cracks ran away with all the prizes.

Some one questioned the right of the Board of Control to make two classes of professionals, but it is a fact not generally known that Article II of the international regulations adopted by the Union Cycliste Internationale provides that where the field is sufficiently large there may be five classes of professionals, designated by the respective first five letters of the alphabet, and there also may be two classes of amateurs, known respectively as Class A, and

Wiley Turns Tables on MacLean.

Although defeated rather badly the first time they met, diminutive George Wiley, of Syracuse, turned the tables on Champion Hugh MacLean when they came together in the final heat of the 10 miles motor paced race at the Clifton (N. J.) Stadium on Sunday afternoon last, 20th inst. A large crowd witnessed the meet and cheered the one-time messenger boy when he trounced his victor of two Sundays ago. Wiley has a large following in Passaic and Paterson, between which cities he had been fluctuating this summer, and they gave him the glad hurrah when he outrode the Chelsean.

Menus and John Bedell, MacLean and Wiley were the contenders, and instead of putting all four men into one heat the management played to popular interest by putting MacLean against Menus Bedell and Wiley against the other riding member of the Bedell family, and then letting the winner of each heat contest the final.

Wiley and John Bedell were the first to clash and Wiley showed that he was in form, while John Bedell had not fully recovered from his bad accident in Madison Square Garden last week. The little Syracusan covered the ten miles in the fast time of 14:01⅗, a record behind small motors. MacLean defeated Menus in the second heat and then he and Wiley lined up for the final. It is a simple story. MacLean rode well, but Wiley was better and the champion had to acknowledge defeat by two laps.

Both amateur events were won by Fred W. Jones, the Passaic prodigy. Jones started from scratch in the half mile handicap, and finished in the near-record time of 59⅘ seconds. In the 25 miles open he unloosed a cracking sprint in the last lap and won from Frank Eifler, with McPartland second and Joe Eifler third. The summaries:

One-half mile handicap, amateur—Won by Fred W. Jones, Passaic; second, Samuel Rein, Brooklyn; third, William Lamphear, New York City. Time, 0:59⅘.

Ten miles motor paced, professional—First heat won by George Wiley Syracuse; second, John Bedell, Newark. Time, 14:01⅗. Second heat won by Hugh MacLean, Chelsea; second, Menus Bedell, Newark. Time, 14:27⅕. Final heat won by Wiley; second, MacLean. Time, 15:15⅘.

Twenty-five miles open, amateur—Won by Fred W. Jones, Passaic; second, Frank Eifler, C. R. C. A.; third, Hugh McPartland, Boston; third, Joe Eifler, C. R. C. A. Time not stated.

Three miles motor, professional—Won by Jacob Derosier, Springfield, Mass.; second, Carl Ruden, Boston; third, Arthur Mitchell, New Orleans. Time, 3:08⅘.

KRAMER CLINCHES CHAMPIONSHIP

Combination Tactics Win at Newark—Victories for Fogler and Downing—De Mara and Schlee Share Honors.

The Kramer & Anderson Co., Ltd., succeeded in winning the five miles National Cycling Association championship at the Newark Velodrome on Sunday afternoon last, 20th inst. With McFarland, Mayer and Clarke not in the race it was not thought there would be any need for this exclusive company to work together, but Kramer possibly feared that Anderson might defeat him, so the partners got together and worked the combination successfully. The Co. finished second.

There were 22 starters in the five miles handicap with $2 lap prizes which resulted in a general scramble from the crack of the gun until the finish. Teddy Billington took $4 and then retired, and Logan got the next two laps, Samuelson the fifth and Downing at the mile. Ashurst, Anderson, Downing, De Mara, Williams, Hollister and Walker were then industrious in lap getting until two laps from the finish. At this point Anderson was in front, with Fogler second and Kramer on his wheel. This was the order at the bell. Anderson let Fogler go by in the last lap and the Brooklynite pulled the champion up to the tape in a fine finish. Bardgett got third and Anderson was fourth. Kramer's victory practically clinches the championship for him as he now has 20 points against Bardgett's 11 and Fogler's 9.

The Kramer & Anderson Co. was busy also in the mile handicap, but with only two of its members plus a little outside assistance, Kramer having quit after riding three laps. Due to the efforts of Collins, Logan and Samuelson, who had long marks, the back markers were not able to get to the front until after the bell, when Anderson took the lead, pulling Fogler. It was a close finish between Fogler and the Dane, with Iver Lawson third, Collins fourth and Samuelson fifth. The time was 1:53⅘.

There were so many "bids" out for the half mile professional invitation that a rolling start was made to give each an equal chance. It resulted in a match race between Walter Bardgett and Hardy Downing for first place. The Buffalonian looked good for the money, but he was wobbly on the finishing stretch and the former prune-picker and miner showed how to pick the plum. Saxon Williams beat Walter De Mara, of San Francisco, for third place. Alfred Ashurst, of Newark, came up out of the ruck and got fifth money.

The three miles open, with lap prizes, for amateurs was the most interesting of the events in which the not-very-often "simon pures" showed themselves. There was more of a scramble for laps than there was at the finish. Walter Schlee fell in the final mile, and Dave Mackay took the lead two laps from the finish. The fast Newarker showed that he had barrels of speed, for he opened a gap sufficiently wide to allow Beyerman to drop in on his rear wheel. Mackay was an easy winner, with Beyerman second and Maurice Vanden Dries third. The mile handicap went to Walter Schlee, and John Brewer, a Keyport negro, won the novice race. There was some criticism because Brewer was allowed to ride as he had previously won a race in Madison Square Garden. It was, however, a race restricted to colored riders, and the rule is that a novice is one who has never won a prize in an "open track race," so that Brewer was eligible. The summaries:

One mile novice—Won by John Brewer, Keyport; second, R. J. Caprenno, Montclair; third, J. M. Hoey, Newark. Time, 3:10⅖.

One mile handicap, amateur—Won by Walter Schlee, N. J. Naval Reserves (40); second, Dave Mackay, Newark (scratch); third, Gus Perden, Brooklyn (50). Time, 2:08.

Three miles open, amateur—Won by Dave Mackay, Newark; second, Adam Beyerman, Mohawk A. C.; third, Maurice Vanden Dries, New York City; fourth, Gus Perden, Brooklyn; fifth, Charles Franks, New York. Time, 6:45.

One mile handicap, professional—Won by Joe Fogler, Brooklyn (scratch); second, N. M. Anderson, Denmark (20); third, Iver Lawson, Salt Lake City (15); fourth, Elmer J. Collins, Lynn (100); fifth, W. E. Samuelson, Salt Lake City (125). Time, 1:53⅘.

One-half mile invitation, professional—Won by Hardy K. Downing, San Jose; second, Walter A. Bardgett, Buffalo; third, Saxon Williams, Salt Lake City; fourth, Walter De Mara, San Francisco; fifth, Alfred Ashurst, Newark. Time, 0:55⅗.

Five miles National Cycling Association championship—Won by Frank L. Kramer, East Orange; second, Joe Fogler, Brooklyn; third, Walter A. Bardgett, Buffalo; fourth, N. M. Anderson, Denmark. Time, 10:40.

Broken Chain Spoils Motorcycle Race.

The motorcycle match race between A. E. Gettys and Charles Wagner, both on 5 horsepower Indians, which was to have been one of the features of the automobile meet at the Middletown fair grounds track, at Harrisburg, Pa., on Saturday last, 19th inst., proved a disapointment. In the third lap, or at 1½ miles, the chain on Wagner's machine broke and Gettys finished the five miles alone. The time was slow, 9:26.

Plainfield Schedules a Seven Days Run.

One of the most ambitious bicycle tours of this season is a proposed seven days run from Plainfield, N. J., to Washington, D. C., to be conducted by the Plainfield (N. J.) Bicycle Club, beginning Sunday, October 4. The route is to be through Philadelphia, Wilmington and Baltimore. About twenty members will participate.

AMERICAN OUTSPRINTS TEUTON

Kramer Beats Mayer at Garden Meet—Fogler and Williams Capture Events—Halstead Wins Exciting Race.

Frank L. Kramer, the American champion, showed Henri Mayer, the bald-headed German champion, that although the latter defeated the American in France two years ago he will have to be in better shape than he was on Tuesday night last, 22d inst., if he hopes to repeat the performance on this side of the big drink. The two sprinters were brought together in a match race at Madison Square Garden, New York, that evening, and Kramer made Mayer look like one of the six-day German frankfurters about the fifth day. Kramer made Mayer ride the first heat to his liking and although the German forced the issue in the second heat Kramer had him beat to a standstill. After Tuesday night's performance Mayer should learn what time the Jerseyman retires at night and follow his example.

There was more than ordinary interest when the two champions lined up for their first heat at one-half mile, for it had been liberally circulated that Kramer was in for a beating, and as the American has had things pretty much his own way in the East a crowd of about 4,000 gathered at the Garden trackside to see him get trounced. But the trouncing was the other way.

Kramer won the toss for the pole and Will Coburn pushed him off the mark first. It was apparent from the very start that Kramer did not intend to jockey and give Mayer a chance for the wonderful jump that he possesses, for from the very start he began to draw him out. Mayer tried to jump in the second lap, but Kramer met it and then the battle started. Mayer saw he could not go by just then so he trailed the American. In the bell lap he attempted to jump again, but there was never any use, for the German was hopelessly beaten. Kramer won by a little more than a length. The last lap was covered in 10 seconds, or at the rate of 1:40 to the mile.

Mayer made Kramer take the lead in the second heat, which was at one mile, and for four laps the German was content to trail by a couple of lengths. In the fifth lap Mayer jumped and led at the sixth by more than a length. But Kramer had not been reckoned with. In the next lap the champion shot his bolt, and it struck home in poor Mayer's vitals. He did not have the speed or the strength to combat the mighty sprint and it was all Kramer's race after that. Following the finish Mayer walked up to Kramer and the big amphitheatre resounded with cheers when the victor and the vanquished shook hands.

Both professional events drew a large amount of attention for although Mayer, Kramer and Clarke, the last named on ac-

count of injuries, were out of it, there were plenty of cracks to make the going. After making a good ride in his heat and overhauling the long markers, Iver Lawson had to sit up on account of a puncture, and Collins also was robbed of a chance of a piece of money when his chain broke in one of the trial heats. Anderson was the only scratch man in the final heat, but there were too many good men out on the marks and the speedy Dane did not have a chance. Judge, Walker and Appleton made the running for the first four laps, until Devonovitch shoved his whiskers out in front. He kept his hirsutic adornment there until the bell lap, when Saxon Williams uncorked surprising speed and got to the front, with Sherwood on. Williams had no difficulty in beating Sherwood, with Walker, the Australian, in third place. There was quite a battle between Ashurst and Tommy Smith for fourth money, but the former caught the judges' eyes. The mile was covered in the fast time of 1:54⅗.

Lawson had additional misfortune in the five miles open for his tire blew up just before the field of 26 got the signal to start. Walker led the first lap, but gave way to Devonovitch, who kept in the premier position until the seventh lap, which was scored by Moran. Krebs then moved up and got the first mile prize. Hollister was after the second mile prize and he got it, as well as the third. The Salt Lake City man also would have liked the fourth, but Samuelson had his eye on it, and Hollister lost out in the sprint by the width of a tire. The last mile was a general shuffle for positions. In the fourth lap of it Bardgett managed to get around to the front and led for two laps. It was apparent that there was a combination that did not intend to let the Buffalonian walk off with his week's board for Anderson went by with Fogler and McFarland on. This was the position two laps from the finish, when the Dane let Fogler out to do the heroic pull for McFarland. Fogler led at the bell, with McFarland on, followed by Menus Bedell and Downing. On the back stretch of the last lap McFarland made his bid and he and Fogler entered the last turn neck and neck. At the turn into the stretch Fogler accidentally switched McFarland and couldn't help winning after that. McFarland got second, but the way he was riding should have netted him first. Menus Bedell was an easy third, but there was some question about fourth. Some thought Downing got it, while others, including the judge who picked that position, thought Mitten had a shade the better of it, and the latter decision prevailed. Downing is good natured and so he did not begrudge the popular little Mitten the ten-spot. Walker helped out on his room rent by scoring the lap prize.

Because it was run in trials, semi-finals and a final heat with only four men in it the half mile open for "simon pures" proved more exciting than usually is the case where there is a large field strung out over the track and falls numerous. John B. Hawkins and "Wee Willie" Lamphear qualified in the first heat and Parley Giles, of Salt Lake City led Jerome Steinert across the tape in the second heat. The third heat got Al. Halstead, another Salt Lake rider, and Adam Beyerman the call, while Charles Franks and Jacob Magin qualified in the fourth of the exciting preliminary heats.

In the first semi-final heat Giles showed that although he is a god unpaced rider he cannot sprint, as Steinert and Hawkins went by him easily and qualified for the final, Lamphear being the other rider shut out. By jumping Beyerman in the second semi-final, Halstead got a place in the final, Franks and Magin taking the count.

Halstead had the pole in the final with Steinert next, Beyerman third and Hawkins on the outside. Hawkins thought he could go all the way, but he did not count the Salt Lake City rider. At two laps to go Halstead jumped and Beyerman connected with his rear wheel. Steinert also passed Hawkins and the latter sat up. Halstead made good his pole position and Beyerman was never able to pass, finishing a length and a half behind, with Steinert some distance behind for third. Halstead's victory was a pouular one and be got a big measure of applause. The quiet Salt Lake City youth appears to have plenty of speed and doubtless will make his presence felt when he becomes acclimated, which he plainly is not at the present time.

Halstead had previously given a good account of himself in the handicap, but there was too great a distance for him to make up. The race went to William Kafus, from the 120 yards mark. Octave Baertson won the novice, with Maurice Rosenblum, the East Side florist, second. "Rosey" tried hard to win the handicap, but he pulled his "cork" in the first half mile, and the field passed him so fast that "Rosey" got dizzy and nearly took a cropper. The summaries:

Match between Henri Mayer, Germany, and Frank L. Kramer, America—First heat (one-half mile), won by Kramer. Time, 1:14⅗. Second heat and match (one mile), won by Kramer. Time, 2:59⅘.

Five miles open, professional—Won by J. Fogler, Brooklyn; second, F. A. McFarland, San Jose; third, Menus Bedell, Newark; fourth, Worthington Longfellow Mitten, Davenport. Time, 10:52⅖. Lap prize winner, Gordon Walker, Australia. Mile prizes, Floyd Krebs, Newark, 1; C. L. Hollister, Salt Lake City, 2; W. E. Samuelson, Salt Lake City, 1.

One mile handicap, professional—Won by Saxon Williams, Salt Lake City (100); second, Charles A. Sherwood, New York City (125); third, Gordon Walker, Australia (150); fourth, Alfred Ashurst, Newark (75), Time, 1:54⅖.

One-half mile novice—Won by Octave Baertson; second, Maurice Rosenblum; third, Gus Hany. Time, 1:07⅘.

One mile handicap, amateur—Won by William Kafus, New York (120); second, William Morrison, Canarsie (120); third, Louis Owens, National T. V. W. (90). Time, 2:01⅕.

One-half mile open, amateur—Won by Alfred Halstead, Salt Lake City; second, Adam Beyerman, New York City; third, Jerome Steinert, Hicksville A. C.; fourth, J. B. Hawkins, C. R. C. A. Time, 1:04⅕.

Golden City Team Wins Pierce Trophy.

Because of a mixup in the schedule of the Southern Pacific, the Garden City Wheelmen of San Jose, could not make connections for Oakland, Cal., and thereby missed the revival of the classic 100 miles relay race for the Pierce trophy, held over the San Leandro course, near Oakland, on Sunday last, 20th inst. The race was therefore robbed of some of its interest as the Garden City team has always cut quite a figure in inter-team races on the Pacific Coast. When the riders found they could not make train connections they telephoned and requested that the race be held up until 2 o'clock, but the promoters adhered to the original schedule and started the first relay at 11 o'clock.

The total time of the Golden City Wheelmen was 4 hours 18 minutes 29⅖ seconds. The Oakland Wheelmen finished second in 4:19:55⅖, and the Berkeley Wheelmen third in 4:30:10⅕. The Central City Wheelmen started in the first heat but withdrew before it was over. R. Williamson, of the Oakland Wheelmen, was awarded the medal for making the fastest time, when he covered the last ten miles in 24:29⅖. McTighe, of the same club, was timed in 23:47 in the sixth heat, but it was claimed that he cut the course. The summary, showing the order of finish and times in each heat, follows:

First heat—A. Bassett, O. W., 25:93; V. C. Marks, G. C. W., 26:22; F. Isaacson, B. W., 26:39; H. Williams, C. C. W., did not finish.

Second heat—N. Pierce, G. C. W., 26:48; T. Beckman, B. W., 27:38; B. Bruzzoni, O. W., 34:38.

Third heat—T. Muller, G. C. W., 24:31⅗; F. Flack, O. W., 24:32; T. Hendrickson, B. W., 26:57.

Fourth heat—M. Bruzzoni, O. W., 24:42⅗; Jerry Coughlin, G. C. W., 24:43; H. Brupercher, B. W., 27:16.

Fifth heat—E. Carroll, O. W., 25:20; J. Casey, G. C. W., 26:15⅕; W. McKenzie, B. W., 26:32.

Sixth heat—E. McTighe, O. W., 23:47; S. McElroy, B. W., 27:38; G. Galli, G. C. W., 28:00.

Seventh heat—F. Curran, G. C. W., 25:40; W. Locke, O. W., 25:42⅖; H. Holyrod, B. W., 28:52.

Eighth heat—N. Schou, G. C. W., 25:58; A. T. Smith, O. W., 26:03; T. Brown, B. W., 28:26⅕.

Ninth heat—C. Nelson, O. W., 25:40; John Coughlin, G. C. W., 25:41; Schachatuck, B. W., 25:42.

Tenth heat—R. Williamson, O. W., 24:29⅖; A. Waterbury, G. C. W., 24:29⅗; D. Hartwell, B. W., 24:30.

MILE A MINUTE RACING A REALITY

Detroit Track Proves Lightning Fast and Kellogg and Huyck Upset World's Records—Handicap Muddled.

Under the auspices of the Detroit Motorcycle Club, Detroit, Mich., had its first real taste of motorcycle sport on Sunday last, 20th inst., and if whirlwind speed is to the liking of the Wolverines, the 3,000 who were present certainly obtained a lot of it.

The mile track on the State Fair Grounds proved surprisingly fast; it was smooth, hard and as free from dust as a dirt track can be free from it. These conditions coupled with a perfectly still atmosphere, "loaned wings" to the riders, while the presence of Stanley T. Kellogg, of Springfield, Mass., Fred Voelker, of New York, Fred Huyck, of Chicago, and J. A. Turner and Lacy Crolius, of Milwaukee, gave real importance to the occasion. There were some lapses of management, however, due to the fact that it was the club's first attempt and also to the fact that not all of the officials were well acquainted with the rules or their duties. Among other things, and as so often has been the case, a wrangle followed the handicap race. Not all of the scorers and judges agreed, and though there is no doubt that Huyck, Turner and Kellogg were the first three men, their official placing was questioned.

While the competition was keen, runaways were the rule. Big fields started but not one of the races supplied a close finish but the pace was so swift that in itself it proved an enthusing feature. Miles ridden inside of 60 seconds were so common that watches wearied of snapping them. In the unknown distance race, Huyck (7 horsepower Indian) covered an intermediate mile in 53 seconds and set up a string of new records. He flashed ten miles in 9:17, which is 72 seconds under the record set up by J. H. Shafer at Los Angeles on the 9th inst.; the eleven miles, which proved the finish of the unknown distance event, was ridden in 10:11⅖, an average of 55⅗ seconds per mile. In a time trial, Kellogg (7 Indian) also lopped 4⅖ seconds off the five miles record by doing 4:43⅕, also setting up en route world's records for two, three and four miles. But for the bungle in the scoring, it is probable that other new records would have been created in the 25 miles handicap, as both Kellogg and Turner reeled off mile after mile in 57 and 58 seconds, but owing to the dispute no official time was announced.

Huyck was the biggest winner of the day. He bagged three of the five open events, Kellogg capturing the five mile open and Voelker (N. S. U.) the event for stock machines under 48.50 cubic inches. The five miles for Detroit club members only was gathered in by Butler (Excelsior). One spill occurred during the afternoon. Treahey came a fearful cropper while going at great speed but miraculously escaped more serious injury that a fractured knee cap. The summaries:

Five miles, free-for-all—Won by Kellogg (Indian); second, Reichenback (Indian); third, Labusdusky (R-S); fourth, Volker (N. S. U.). Time, 7:02.

Five miles, for stock machines, not exceeding 48.50 cubic inches—Won by Voelker (N. S. U.); second, Kellogg (Indian); third, Crolius (Harley-Davidson); fourth, Treahey (Harley-Davidson). Time, 5:51⅖.

Unknown distance race, 11 miles—Won by Huyck (Indian); second, Turner (Merkel); third, Voelker (N. S. U.); fourth (Merkel). Time, 10:11⅖.

Five miles, for members only with stock machines not exceeding 30.50 cubic inches—Won by Butler (Excelsior); second Klark (Excelsior; third, Levington (Excelsior); fourth, Kirk (Merkel). Time, 6 minutes flat.

Five miles time trial—Stanley T. Kellogg (Indian). Times, one mile, 0:57⅕; two, *1:54⅖; three, *2:51; four, *3:47; five, *4:43⅕. Time by miles, 0:57⅕, 0:57⅕, 0:56⅗, 0:56, 0:56⅗. *World's records.

Miss and out race, open to all single cylinder machines—Won by Huyck (Indian).

25 miles handicap—Won by Huyck (1¾ Indian), 10:30; second, Kellogg (7 Indian), scratch; third, Turner (6 Merkel), 1:00. Disputed; no official time taken.

Chairman Morton Warns Motorcyclists.

Because of the heralding of a one hour motorcycle race which is said to have been added to the preliminary program of the Motor Racing Association's 24-hour automobile race on Brighton Beach track, Brooklyn, N. Y., October 2-3, Chairman Morton of the F. A. M. competition committee, this week requested the Bicycling World to state that the event will not be sanctioned by the F. A. M. unless the automobile part of the program is sanctioned by the A. A. A. He sounded a note of warning to all motorcyclists to be careful how they mix with automobile race meets not sanctioned by the American Automobile Association, with which the F. A. M. is allied. The Motor Racing Association is a small corporation composed of six or eight New Yorkers, which ran an outlaw race meet and which has not yet made its peace with the A. A. A., every one connected with it being under suspension. It is the outgrowth of the controversy in which the A. A. A. and the Automobile Club of America engaged and of which motorcyclists should keep clear until all points are settled and the status of the outlaws is made plain.

Big Money for a German Track.

Although the sport has not been well patronized in Germany, a new track is to be built in Dresden. The site measures 50,000 square yards and besides the track will probably comprise athletic grounds for all kinds of sports. The cost is to be $83,000, so that it is evident that the promoters have no fear of the future of the racing game.

SURPRISE IN THE LITTLE SIX-DAYS

McFarland Beats Kramer and Clarke in Final Sprint, Root Sitting up—Kramer Regains Lost Lap.

After riding six nights, two hours a night except for such time as his partner was on the track, and helping to cover 289 miles 4 laps, E. F. Root sat up and did not make the slightest effort to win the two hours a night six day race which was brought to a close in Madison Square Garden, New York City, on Saturday night last, 19th inst. Ostensibly every man that entered the race went into it with the idea of winning. Therefore, if one of the riders deliberately sat up before the final sprint even had begun, it is reasonable to suppose that he did so for one of two reasons: First, because he was so sick that he could not continue, or second, because he intended to allow some other rider to win, which is commonly known as "throwing a race." As E. F. Root was not sick, the inference is inevitable. Although at least three N. C. A. officials were present, Root was not even questioned. All week reports were rife of a combination to "do" Clarke, Root fouling him so deliberately that he quit, although later he returned to the track.

When the final mile started six teams were in the lead and as usual in races of the sort the representatives of the teams that were one or two laps behind were called from the track, allowing the leaders to fight it out for the final placing. When the last mile started, Kramer, Clarke, Root, McFarland, Logan and Mayer were on the track.

Root assumed the lead when the pistol was fired and led slowly for three laps. Then he began to quicken, with McFarland on his rear wheel, Mayer, behind and then Kramer, Clarke and Logan in the order named. Root played pacemaker until in the eighth lap, when, without a semblance of opposition, he allowed McFarland to go ahead.

When the tall Californian took the lead Mayer had his rear wheel, and Clarke followed Kramer on the outside, a little behind. Just as they rounded the first turn Mayer and Kramer swung up the bank. They were clearly riding wide and Clarke came down on the inside. For a second it appeared that the little Australian would have a chance to get through, but Kramer and Mayer swung back again and effectually pocketed him. McFarland never stopped to see what was going on behind him but sprinted for dear life for the tape. He got there first and to the great majority it seemed that Clarke beat Kramer by at least a half wheel, but the judge who picked second gave it to Kramer. Mayer was a bad fourth and Logan finished fifth.

There was an uproar when the announcer said: "Second, Kramer." He got no

further than that for the crowd booed and it baaed and it sissed. Clarke and his partner, Lawson, had been working against a five team combination all the week, so that the crowd thought he was getting robbed and voiced its disapproval accordingly. A judge's decision is final, so the result stood as announced. Just after the finish Clarke fell and his injuries have been sufficient to keep him inactive since then.

When the uproar subsided Krebs, Rupprecht, Mitten and Hollister lined up for the mile sprint to decide seventh, eighth, ninth and tenth positions, but the spectators did not take very much interest in the result. Krebs easily defeated Rupprecht for the place, while Mitten finished several lengths ahead of Hollister.

The final placing of the teams was as follows:

1. McFarland-Downing; 2, Kramer-Bedell; 3, Clarke-Lawson; 4, Mayer-Anderson; 5, Logan-Collins; 6, Root-Moran, each with 289 miles 4 laps; 7, Krebs-Vanoni; 8, Rupprecht-Sherwood; 9, Mitten-Williams; 10, Hollister-DeMara, each with 289 miles 3 laps; 11 and 12, tie between Devonovitch-Walker and Ashurst-Halligan, with 289 miles 2 laps.

The five-team combination got in its telling work a little after 10 o'clock Saturday night when Vanoni started a long sprint and gained a third of a lap before Krebs relieved him. Root was leading the rest of the bunch at the time, but as he made no effort to go after Vanoni, Clarke had to do the donkey work. After a hard sprint Clarke caught up to Krebs, but immediately he did so Kramer, who had been sleigh-riding all the way, jumped and started for a lap. At the time Kramer began the sprint Anderson was in the same position that Root previously had occupied and he did the same stunt of making but a very feeble effort to go after Kramer and thus prevent a lap steal. Lawson relieved Clarke, who was tired, and Menus Bedell picked up Kramer. Then ensued a great hullabaloo, as all the riders were on the track at the same time, and the poor scorers can be pardoned if they failed to note each relief. The sprint lasted for many minutes, and when it was over there was more argument.

To an impartial observer it looked like the teams of Mayer-Anderson, McFarland-Downing and Collins-Logan had gained a lap on the field. Kramer and Bedell also had gained one lap after Krebs obligingly dropped back to help pull Kramer up while the mixup was at its height. The scorers got hopelessly mixed for when the hour and one-half score was posted at 11 o'clock it gave the additional teams of Root-Moran and Clarke-Lawson the credit of having gained one lap and Kramer-Bedell two. Before the sprinting started Kramer and Bedell were one lap behind the leaders, so that when the scorers placed them even with the first division, it ultimately gave Clarke, Kramer and Root a place in the final sprint.

The curtain raiser for the evening was an inter-city team pursuit between Hill and Drobach for Boston; Stein and Cameron for New York, and Halstead and Giles for Salt Lake City. The Mormon visitors were slow starters and were passed soon after the start, while the New York team was robbed of its chances by Cameron's tire going flat practically at the start. Champion Stein pluckily set out alone to overhaul Hill and Drobach, and although he held his own for many laps, he finally was ridden down after 2 miles 8 laps. The time was 6:18⅗.

Walter Schlee, one of the most promising newcomers, a brother of Charles Schlee, the professional, won the mile handicap from the 90 yards mark. Hugh McPartland, of Boston, 80 yards, was second, and W. A. Lamphear, Brower Wheelmen, on 130 yards, finished third. Time, 2:02.

Friday night's riding in the two hours a night six day race was the cleanest and most exciting of the week. The first half hour was very tame, but a few minutes after ten, De Mara noticed that Hollister was preparing to come on and relieve him. The Californian jumped and gained a big lead which Hollister held until Root went out and overhauled him. Hollister was not in the "big five" combination, and therefore Root did not want to see him walk away with a lap. Root coasted behind Hollister for awhile and then Moran came on to relieve him. Moran might have gained the lap had not Elmer Collins, another "independent," chased after him. Collins did not stop sprinting and Hollister was shaken off. Clarke finally had to go out to catch the pair, wtih Kramer hanging on his rear wheel. Moran was shaken off but Logan came on and relieved Collins. After gaining half a lap on the field Clarke swung aside to let Kramer do his share of the pace but the champion was in the "big five" and he did not go. Logan was not satisfied with the slow pace set by Kramer, so he went around and dug. Then ensued one of the worst mixups ever witnessed on the Garden track. Every rider was on the track at once. When it was all over the scorers decided that the teams of Mayer-Anderson, Clarke-Lawson, McFarland-Downing, Collins-Logan and Moran-Root were tied with 217 miles 7 laps; Krebs-Vanoni, Mitten-Williams, Devonovitch-Walker, DeMara-Hollister, Kramer-Bedell and Ashurst-Halligan tied in the second division with 217 miles 6 laps. There were different opinions but the mixup was so chaotic that no one was in a position to argue with the scorers.

The final mile sprint for the evening was won easily by Clarke. Rupprecht, trailed by Bedell, Downing and Clarke led for four laps before Downing went to the front. The latter paced Clarke for three laps more. The little Australian unwound gracefully, and with Root on his wheel and Collins behind, he sprinted for the tape. Root was not in Clarke's class and the latter finished with a dozen lengths to spare, while Collins nearly caught up to Root. The final score for the evening, or 10 hours riding, was 240 miles 3 laps for the leading teams.

Two amateur events occupied the time before the big race started. One was a mile "repechage" handicap which was won by a well timed sprint on the part of Oscar Goerke, who had 60 yards, with J. B. Hawkins, 130 yards, second. Gus Perden, 80 yards, was third. Time, 2:00⅘. A half mile handicap for colored riders gave a dash of color to the preliminaries. It was won by John Brewer, of Keyport, on 60 yards. Earl Adams, the scratch man, with abbreviated trunk and elongated pedalic appertainments, was second. Hardy Jackson, locally well known, was third. Time, 1:01⅗.

Dupre Defeats "Major" Taylor.

Victor Dupre, the long-legged, one-eyed Frenchman who finished third in the last six days race, can sprint as well as survive a week's long grind as he showed on Friday night, 11th inst., when he defeated "Major" Taylor in a match.

Because of rain on Thursday night the meet was postponed and held the following evening at the Velodrome d'Hiver, instead of at Buffalo, as at first intended, the attendance being about 6,000.

Dupre took the lead in the first heat. The negro made a feint jump and passed, but Dupre thought he was in earnest and started for the tape. Taylor had hard work overhauling the Frenchman, but he nailed him on the tape by an eyelash.

Taylor tried the same tactics in the secon heat, but Dupre went harder than he did in the first heat. He fairly flew over the last 200 metres and Taylor was beaten by a length. Naturally enthusiasm ran rampant when the men lined up for the final heat and the crowd expected the American negro to win. They really had expected to see Taylor win the first two heats. Taylor got the jump and things looked bad for Dupre in the last stretch, but by a magnificent effort he drew alongside Taylor. With only a few yards to go and by what seemed almost a superhuman effort he forced his wheel six inches ahead of Taylor's at the line. The assemblage recognized Dupre's brilliant ride and gave him an ovation.

The other feature of the meet was an hour race behind motors without windshieds, in which Darragon, Walthour and Contenet were the contenders. Contenet had hard luck with his pace and slowed. Darragon rode his usual brilliant race and defeated the American by 4½ laps.

Walthour Away Behind in Long Race.

Walthour was not able to repeat his recent successes at Cologne on September 6th. Twelve thousand people saw Stellbrink win the 100 kilometres race in 1 hour 13 minutes 36 seconds, with Guignard second, Guenther third, and Walthour about eight miles behind. In the hour Stellbrink covered 81 kilometres 700 metres, the position of the others riders being the same as at the finish.

TRENTON INAUGURATES NEW TRACK

Big Crowd at Initial Meet and Bigger One at Second—Good Racing and Some Exciting Finishes.

With a crowd of 3,000 people in attendance it was conclusively demonstrated on Wednesday night, 23d inst., that bicycle racing has not lost any of its popularity in Trenton, N. J., when the initial meet was held on the new ten lap saucer track in the Second Regiment Armory, built by Jack Prince, for the use of himself and the regiment.

Despite the fact that the Kramer & Anderson Co., Ltd., "did business" in the mile open, the card of races was excellent and the finishes in the trial and final heats were exciting enough to bring the spectators to their feet. If the success that marked the opening night is taken as a criterion the two hours a night six days race next week will play to crowded houses.

Fogler, Williams, Lawson, Krebs, Kramer, Moran, Rupprecht and Anderson qualified in the trial heats of the mile open and Anderson did the donkey work in the final. The result was that Fogler got home a little in front of Kramer, with Lawson third and Krebs fourth.

With four trial heats, three riders qualifying in each, and a final the two miles handicap was worth looking at. None of the scratch men could qualify, but Hardy Downing rode a very heady race from the 50 yards mark and beat Krebs, who had started from 75 yards. Fogler was third and Bardgett fourth.

There was also heats in the consolation and Ashurst, Menus Bedell, Vanoni, Anderson, Rupprecht and De Mara got into the final. Rupprecht uncorked a surprising sprint in the final and got home in front of Vanoni, with Bedell and Ashurst in the money in the order named.

There was more than ordinary interest in the match pursuit between Ben Hill, of Newark, and Theodore Devonovitch, the Russian rider, who has just come east from Salt Lake City. The sight of a rider with whiskers moved the Trentonians to laughter. They sympathized with the "poor old man" when Hill overhauled and passed him after riding one mile and nine laps. The summaries:

One mile open, professional—Won by Joe Fogler, Brooklyn; second Frank L. Kramer, East Orange; third, Iver Lawson, Salt Lake City; fourth, Floyd Krebs, Newark. Time, 2:04⅗.

Two miles handicap, professional—Won by Hardy K. Downing, San Jose (50); second, Floyd Krebs, Newark (75); third, Joe Fogler, Brooklyn (25); fourth, Walter A. Bardgett, Buffalo (60). Time, 4:18.

One-half mile consolation, professional—Won by Edward Rupprecht, Newark; second, Charles Vanoni, Italy; third, Menus Bedell, Newark; fourth, Alfred Ashurst, Newark. Time, 1:04.

Unlimited match pursuit, professional—Won by Benjamin Franklin Hill, Newark; second, Theodore Devonovitch, Russia. Distance, 1 mile 9 laps. Time, 4:18⅗.

Three miles motor match, professional—Won by Jacob Derosier, Springfield, Mass.; second, Charles Turville, Philadelphia. Time, 4:27⅗.

So good was the first night's racing at the new track at Trenton, N. J., that a much larger crowd turned out on Thursday night, 24th inst., to watch the big field sprint for prizes. A feature of both Trenton meets was that it is the first time in many years that a program has been composed entirely of professional events. It was also the first time in the history of Trenton that such a classy field of riders has been brought together there. Anderson, Fogler and Williams proved the winners in the sprint races, while Turville defeated Derosier in the motor race and both Hugh MacLean and George Wiley rode exhibitions behind pace.



The five miles open was the feature of the evening, the qualifying heats being at one-half mile. Kramer, Krebs, Vanoni and Devonovitch were among the seven starters in the first heat and the Russian tried to win from the start. He did not have the stamina to continue the sprint and Krebs finished in front with Vanoni second and Hollister third, Kramer being shut out. Fogler won the second heat from Root with Mitten third. The third heat created a deal of excitement. Williams took the lead at the start, but Downing and Bardgett passed him. In the final sprint Downing got home in front of Lawson, but Bardgett and Moran rode a dead heat for third, both thereby getting a place in the final heat. McFarland, Menus Bedell, and Anderson qualified in the fourth heat.

There were mile prizes up in the final heat and Walter Bardgett scored the first $5 and then punctured, Root taking the second. Moran was after some small change and he won the third mile. Vanoni and Lawson both made eyes at the fourth mile prize and the two fought it out. Lawson won and then retired. Anderson, Downing, Krebs and Root made the final going and they finished in the order named, with narrow margins separating each.

Kramer could not make up the distance in his heat of the mile handicap, and both Bardgett and Lawson were eliminated by punctures in the fourth trial heat. Just prior to the start of the final Ben Hill broke his saddle. Saxon Williams, on 80 yards, and Mitten, on 75 yards, worked to advantage and by exchanging pace they were never headed. Mitten beat Williams in the sprint, while Hollister came running up for third.

Fogler won the consolation from Vanoni. Samuelson got third and De Mara was an easy fourth. The summaries:

One mile handicap, professional—Won by Saxon Williams, Salt Lake City (80); second, W. L. Mitten, Davenport (75); third, C. L. Hollister, Salt Lake City (50); fourth, Menus Bedell, Newark (50). Time, 1:54⅕.

Five miles open, professional—Won by N. M. Anderson, Denmark; second, Hardy K. Downing, San Jose; third, Floyd Krebs, Newark; fourth, E. F. Root, Boston. Time, 10:46⅕. Mile prizes won by Bardgett, Root, Moran and Lawson.

One mile consolation, professional—Won by Joe Fogler, Brooklyn; second, Charles Vanoni, Italy; third, W. E. Samuelson, Salt Lake City; fourth, Walter De Mara, San Francisco. Time, 2:02.

Three miles motorcycle, professional—Won by Charles Turville, Philadelphia; second, Jacob Derosier, Springfield, Mass. Time, 4:38⅘.

Two miles motor paced exhibition—By George Wiley, Syracuse. Time, 3:20⅕.

One mile motor paced exhibition—By Hugh MacLean, Chelsea, Mass. Time, 1:38.

Berner and Gibney Share Honors.

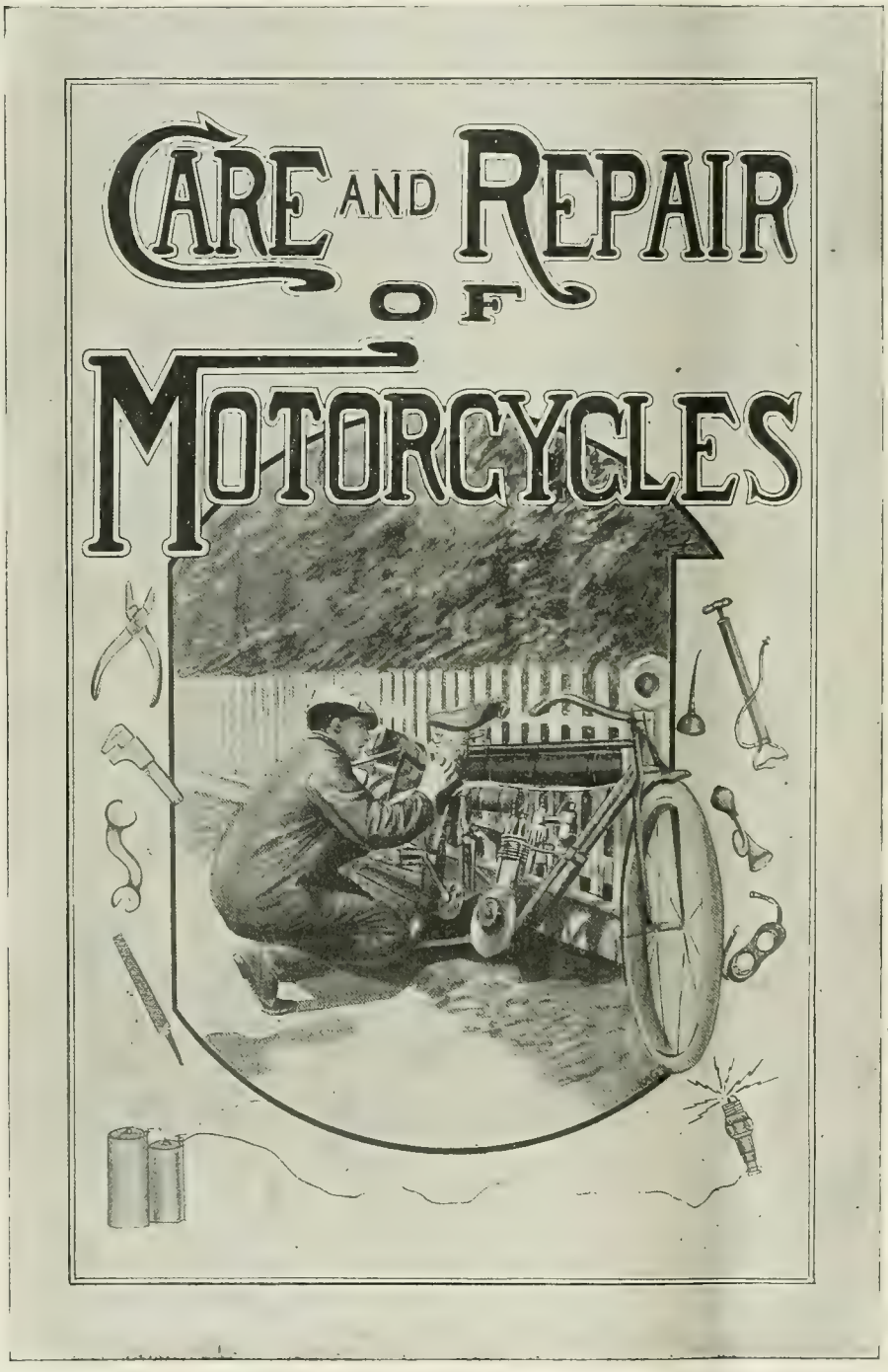
Walter Berner and A. C. Gibney shared honors at Indianapolis on Friday and Saturday last, 18th and 19th insts., in the motorcycle events that were included in the two-days' automobile race meet on the fair grounds mile track. Both events on Friday were at three miles and Berner headed the procession across the tape in each instance. Gibney on an Indian was second both times and Oldacre, also on an Indian, took a third. The times were 3:47 and 3:43. The distance of the events on Saturday are not stated, but Gibney, who is a motorcycle policeman, made a cleanup.

Dayton Motorcyclists Organize Club.

The Dayton Motorcycle Club has been formed in the Ohio city of that name. H. G. Wiele is its president and Frank Kemball its secretary.

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but it is wise to be so prepared as to be able to
MEET IT MORE THAN HALF WAY
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Paris Sporting Paper Condemns Teaming.

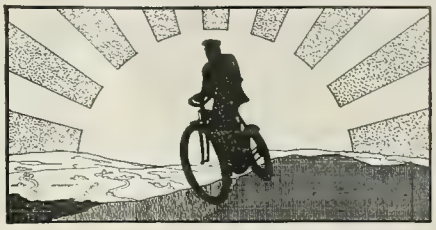
That combinations—formed between two or more riders for the express purpose of allowing one rider to win, while the remainder in the combination assist him to do so, and at the same time hinder other riders if necessary—are detrimental to the racing game, is also the opinion of Les Sports, one of the leading Parisian sporting dailies.

In commenting upon the Bicycling World's recent editorial attacking the deplorable practicing of teaming and the indisposition of the National Cycling Association officials to attempt to stamp it out, J. C. Sels, the cycling editor of Les Sports, remarks that it is certainly true that a rider who competes in a race without any intention of winning should be severely punished. In France, when the referee decides that a rider does not try to win, the offence is punishable by a fine of from $4 to $400, with an additional suspension if the case merits it. Enforcement of the rule has practically eliminated teaming in France.

The writer agrees that teaming in races is a practice that should be stamped out and points out that it was just because of the unfair tactics of competitors that sports governing bodies were formed. If unfair riding is permitted to flourish, M. Sels recites, it will have a baleful influence upon the racing game as a whole, because the amateurs are always quick to copy the professionals in everything they do. Even now, the amateurs are trying to place the sport on a plane of commercialism.

Another Warning Against Combinations.

"Bicycle riders have a queer conception of affairs," says the Newark (N. J.) News. "After several poor seasons in the East, the game gives indications of a revival this year, and the first thing the cyclists do is to frame up combinations that are, in time, sure to kill the sport. After going through the summer here in Newark playing to an average gate of about $500, Jackie Clarke, the only man in the game who can give Kramer a fight, comes on here, and the receipts of the meet jump to $1,500. Immediately, Kramer corrals nearly every rider who is any good and declares them in on his winnings to team with him, and the result is that Clarke, the drawing card, is made to look about as cheap as the other riders who have been "sleigh-riding" on Kramer all season. Kramer, of course, is in pretty sweet, financially, as he receives five per cent. of the gross receipts. The limit, though, was reached in that six day farce held in Madison Square Garden, New York, last week. Six teams, following the leadership of Floyd McFarland, the "bell cow," framed up to beat Clarke. They not only gave him a beating in the race, but Clarke received a fall at the finish that is likely to keep him out of the game for a week. With such doings as these, how can the promoters of cycling races expect the public to support the game?"



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REAL COAST-TO-COAST TOURING

Quintet of Bay State Motorcyclists Making Leisurely Journey—Sight-seeing and not Speed the Purpose.

Unheralded by a press agent and unknown even to the motorcycle public, a quintet of young men from Massachusetts have been making a most ambitious transcontinental motorcycle tour, the first news of which come from Denver. Starting from Boston two months ago, purely on pleasure bent, they arrived at Denver last week and after spending a few days in that city, set out to reach the Pacific coast. The riders are L. J. Boutwell, son of former United States Senator George S. Boutwell, of Massachusetts; Charles Barth, a young society man of Back Bay, Boston; Robert Klein, son of Henry Klein, the millionaire Boston merchant; Douglas De Witte Doggette, son of a prominent Boston musician, and Henry Bateman, whose father is a Massachusetts railroad magnate.

Three thousand miles already have been covered, the party going as far south as the smaller towns of Western Tennessee and northward as far as Chicago. Boutwell, the leader of the band, says that they are not attempting to establish a record, as they have spent considerable time sight-seeing in the various cities, although their running time between stops was fast. Upon reaching Salt Lake City they will proceed to Los Angeles and thence to San Francisco and Seattle. The return to the East from this strenuous outing will be made by train.

Touring at 42 Miles an Hour.

While the popular impression in some parts of the country may be that Iowa is a flat, level land, E. B. Cox, of Jesup, Iowa, declares that one trial will convince anyone that this State has some of the worst young mountains in the Union. Cox but recently made a trip from his own town to Chicago, Ill., with two companions on motorcycles, and says that the grades encountered between those two places were enough to give most motorcycles blind staggers and spavin. In a letter to the Bicycling World, Cox remarks:

"On August 19, Jay Hohl, Nevin Shane and myself left Jesup en route to the Windy City, at 7.1 a. m. After a little bit of fair going, we struck a stretch of 80 miles of hills before we reached Dubuque, which were as steep as barn roofs. I never will forget the last hill going into that city, where we took dinner. It is a 2½ miles climb, called Whiskey Hill, and a good stiff 40 per cent. grade most of the way it certainly is; it is enough to drive any cyclist to drink. After dinner, we crossed the Mississippi River over a toll bridge three quarters of a mile in length, and at this point, Shane delayed us four hours with carburetter and ignition trouble. We set out again and flew through the next town of Benton, stopping a little later at Hazelgreen for gasolene. Then we found hills that looked like mountains, and there were some mighty bad curves in them, too.

"We arrived at Shullburg, Wis., at 7.15 p. m., and spent the night there. This is a great lead, zinc and white lead mining district. In the morning, when only two miles out of this town, Shane's gasolene tank sprung aleak, which we succeeded in stopping with tape and a strap and later had soldered at Warren, 17 miles farther on. Not until then did we miss the leagues of rock and six-inch boulders we had been rolling over, which are fine for motors to



THREE IOWANS WHO MADE SPEEDY TOUR

bump across. Freeport, Ill., a very pretty city, was our next stop. Here we spent the night and at 8 the next morning set out for Chicago, arriving there at 4 o'clock.

The return trip was then made with some trouble, the entire run being 760 miles—all of it pretty strenuous going.

Budding Genius Gets Baptism of Fire.

"Mother, Baby's got the naptha,
And he's scratching matches, too!
Shall I take them from him, Mother?"
"No, child; let him play a few!"
—Henry James.

Alas for young Cedric Hufferman, of Philadelphia, 14 years of age. His Mamma allowed him to play with gasolene and as a result, Cedric's buding genius has had a very painful setback. For six months the boy has been experimenting and building a motorcycle from an old bicycle and when he made his first trial spin last Tuesday, all went well until the gasolene tank caught afire. In an instant, the result of his months of labor was enveloped in flames and soon destroyed. The fall injured the boy quite badly, breaking his right arm and collar bone and he was removed to a hospital. However he is still game in spite of the accident and declares that when he is well, he will begin all over and perfect his invention.

Club with Only One Officer.

Twelve youngsters out in Council Bluffs, Iowa, have organized the Council Bluffs Cycling Club and made their initial club run on Sunday, September 6. R. H. Moore is captain, the only officer.

TRACKING A STOLEN TWIN INDIAN

Amateur Sleuth Thrown Off the Scent by Negro Twins—Recovers the Trail and Effects a Capture.

Hawkshaw, Nick Carter, Sherlock Gluck and a few other sleuths did some great stunts in the old dime novel days, but were they working in modern times, they would have a worthy rival out in Wilkes-Barre, Pa., who is practicing the fine art of running down motorcycle crooks. His name is B. F. Connor and he worked on his first "case" this week, when a motorcycle was stolen from his bicycle store. The machine was a twin Indian and Connor happened to recall the sort of tires it wore, so setting out with a large magnifying glass he attempted to scour the roads and trace the stolen machine by the marks of its tread. After erroneously following the tracks of a brewery wagon and then a wheelbarrow, he got upon what looked like the right scent. Meeting an Italian laborer, he inquired if the latter had seen a man on a motorcycle, and the latter replied in the affirmative.

"Was it a twin Indian?" Connor wanted to know.

To this the man answered that it might have been an Indian—he could not tell positively, not being a motor enthusiast, but he was positive about the twin detail and pointed out the house the pursued one had entered.

Connor hot-footed it to the place, but upon cautious investigation found that the motorcycle the Italian had been talking about was only a baby carriage, the contents of which were twins, sure enough. The nursemaid, however, was a negress and not an Indian. So the disappointed detective started out again and after a while had better luck. When he reached Kingston Corners, he learned that a man had left such a machine in a certain house there. Going to the place, he located the stolen goods and at once informed the chief of police. The latter suggested that the motor be left there in an effort to trap the thief and they did so. He gave his name as Clem F. Eddings and made a most brazen claim that the machine was his own. He laid claim to the license, even when shown by Connor that the latter was the owner of the number, as indicated by a card from the State highway department in Connor's name. In spite of his protests, the accused one was committed to the jug to await criminal proceedings. Meanwhile, Connor is thinking of organizing a detective bureau.

Providence Cards Motorcycle Events.

In connection with the Rhode Island Automobile Club's race meet on Narragansett Park track, Providence, October 10th, three events for motorcycles will be decided. They have been sanctioned by the F. A. M.

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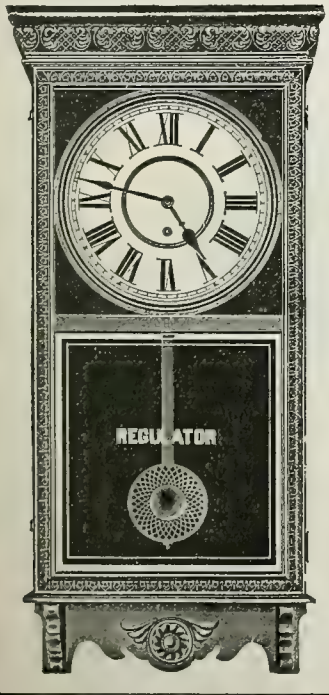
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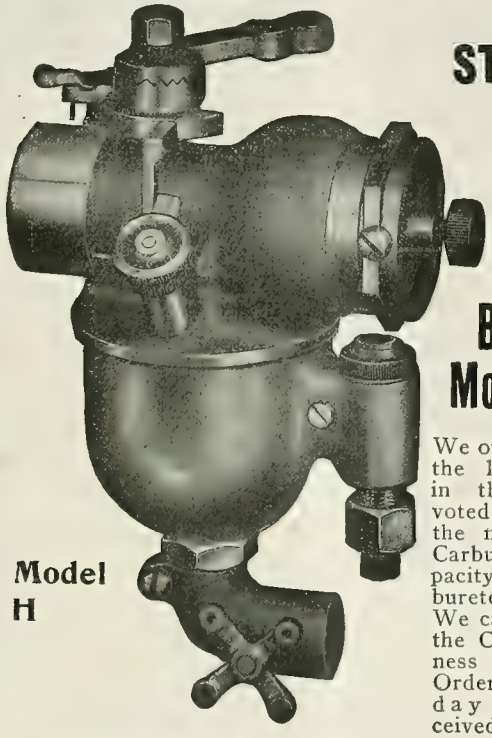


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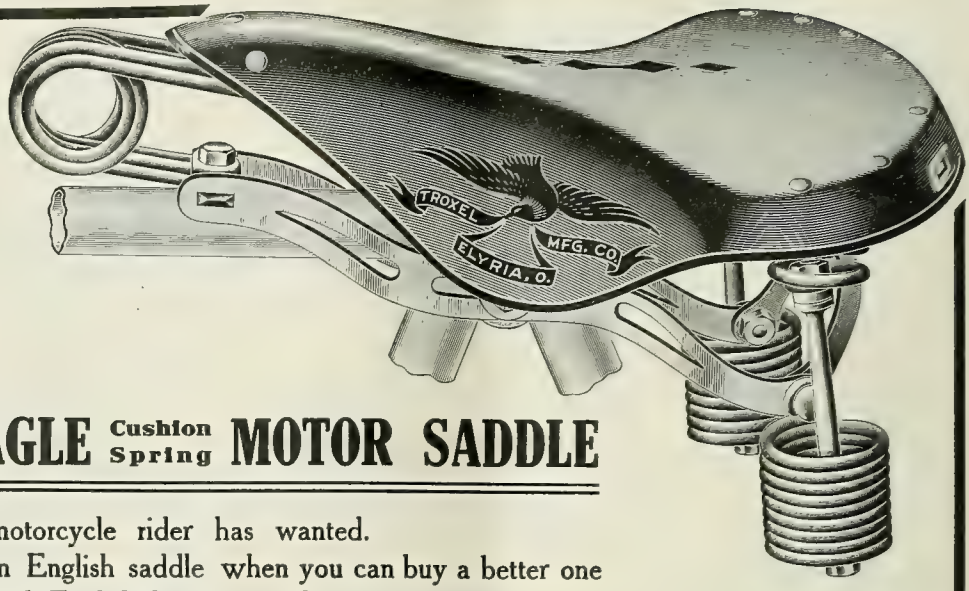
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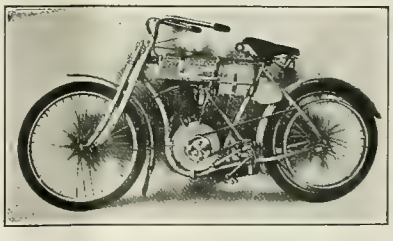
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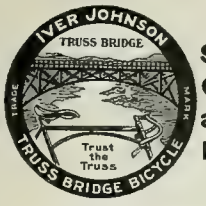
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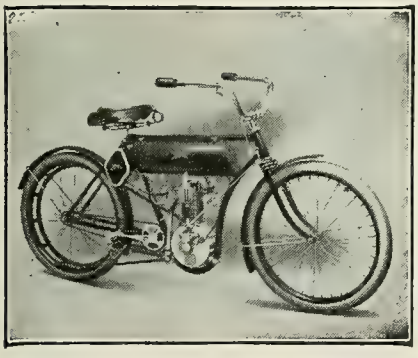
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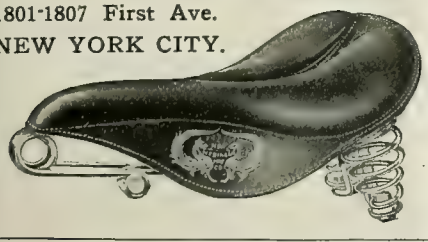
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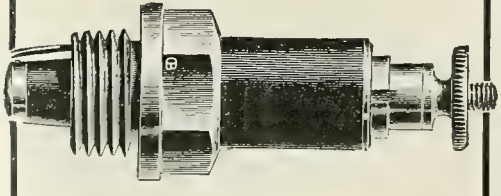
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It pays to make Indianapolis G & J Bicycle Tires your standard line, because they are the highest quality, have the largest demand and always give your customers absolute satisfaction.

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Indianapolis, Ind.

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WHY Spark-Plug Trouble?



The FRENCH MICA PLUG

Constructed from Amber Mica with composition platinum points insures a positive spark, and that's the kind you want.

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BICYCLES and SUPPLIES
WORCESTER, MASS.
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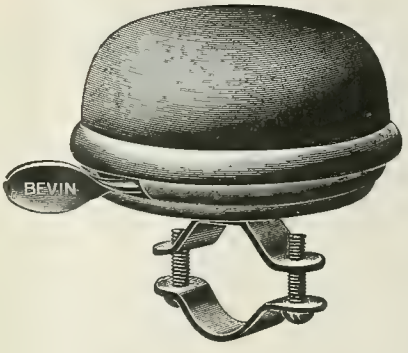
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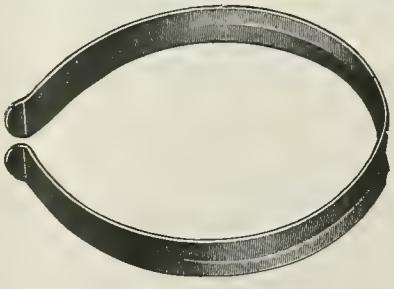
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We Offer

such a varied selection that all purses can be accommodated.

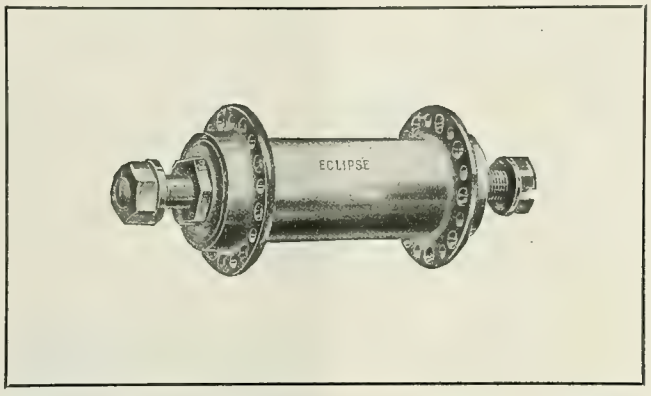
Our catalog illustrates the various patterns.

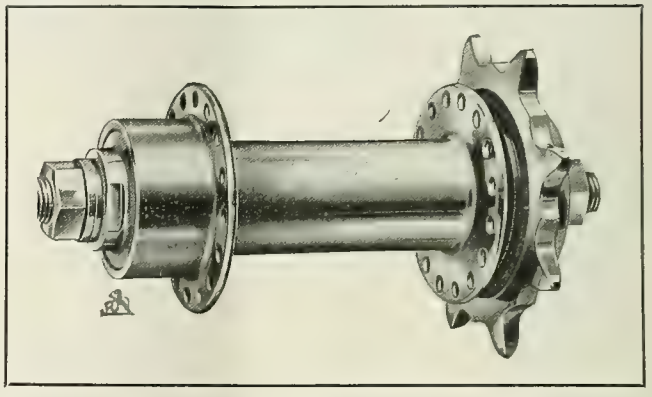
Bevin Bros. Mfg. Co.

EASTHAMPTON, CONN.

For 1909,

ECLIPSE FRONT AND REAR HUBS



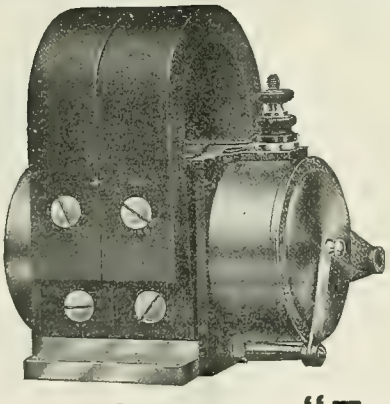


have been adopted by the Largest Manufacturers of High-Grade Bicycles.

Eclipse hubs have proven their worth by maintaining their quality.

Quotations on request.

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Compact, but not "Trappy"

The small size and light weight of the

UNTERBERG & HELMLE MOTORCYCLE MAGNETO

do not imply "trappy" or "finicky" construction. The interrupter is as large as that in the U. & H. automobile magneto, and is identical with it, save that the cam is designed for a single cylinder motor. Removing a single screw permits the interrupter to be taken out for adjustment or cleaning—you don't have to "stand on your head" to get at it.

J.S. BRETZ COMPANY

Sole Importers, TIMES BUILDING, NEW YORK



WHY WALK OR PEDAL

when you can ride all the way up by using the

B & C Transmission?

Two speeds and a free engine can be attached to any chain driven motorcycle of the countershaft type.

The free engine device alone is worth the price. Full descriptive circular on request.

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Motorcycle Manufacturers Who Want Better Castings

should let us show what we are doing for the largest makers. There must be a good reason why we make over 60% of the cylinders, pistons, etc., used in American built motorcycles. We have the equipment, experience, facilities and *know how* to produce the best castings obtainable. All we ask is that you say "show me."

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Box 6460 WATERBURY, CONNECTICUT

Are You On The List?

More Than 300 Agents Are Making a Big Thing on Popular Goodyear Pathfinder Tires this Season. Are You the Live Wire of Your Town?

Goodyear Pathfinder Tires soon get the tire trade wherever they are offered. Nothing has ever been made for the bicycle before that stands up against all kinds of wear, and gives the rider such comfort and ease, at such a moderate price.

The Denver Rubber Tire Works, writing us to rush an order, says:

"The dry climate of Denver is extremely hard on rubber. During the three years we have been dealing in tires here we have handled nearly every brand on the market, and have had but poor success excepting with the very highest grades and some very costly specially made tires.

"Since selling the 'Pathfinder' we have had no trouble whatever. We find it less susceptible to surface checking than our most expensive tires, and for general wear and hard service it is the most durable tire we have yet sold."

Goodyear Pathfinder Tires are made of gum as nearly pure as possible in a bicycle tire which will vulcanize properly.

The fabric is Egyptian of special close weave, which, while very pliable, is of great strength. The Pathfinder Tire's cover is so strong that it outlasts any other made. Yet it yields and springs in your hands. That means resiliency—easy riding—comfort as well as durability.

The reinforcing strip is made of toughened rubber—prepared by our own patented process—which preserves the resiliency while giving the most stubborn resistance to wear.

The rim side of the Pathfinder is pebbled so as to give the rim cement a tight grip and thus prevent creeping.

Many bicycle tires cannot be repaired. The end is in sight when they begin to break. But you can repair Goodyear Tires. This is another feature that makes them exceedingly popular.

No wonder our special Pathfinder Tire proposition is making money for agents. If we are not represented in your town this is a chance for you.

Write us today. Ask for a sample section of the Pathfinder and see for yourself what it is. The Pathfinder is made in sizes 28x1¼, 28x1⅜, 28x1½, 28x1⅝. Address

The Goodyear Tire & Rubber Company, Moal Street, Akron, Ohio

THE

Fauber Crank Hanger

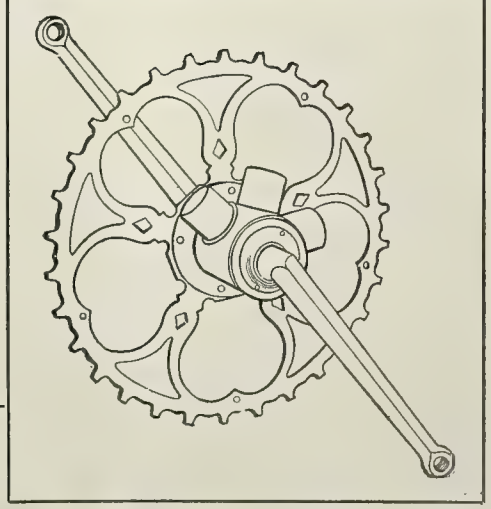
is not only the

WORLD'S BEST HANGER

but is the

MOST FAMOUS ONE

It adds "Class" to any bicycle to which it is applied and every dealer knows it. Specify it when you order.



Great Western Mfg. Company, LAPORTE INDIANA

WANTS AND FOR SALE.

10 cents per line; 15 cents per line if in capital letters. Cash with order.

FOR SALE—1905 Indian, clincher tires, double grip, $50; 1906 Indian, 2¼-inch G & J clincher tires, all improvements, $100; 1907 Indian, twin cylinder, in fine running order, $150; 1907 Yale, new, shop worn, 2 H. P., 2¼ G & J tires, $135; 1907 Marsh, 26-inch wheels, in good order, $100; 3 H. P. R-S tandem, combination for lady or gentleman, $175; Indian van attachment, shop worn; for delivery purposes, $100. F. A. BAKER & CO., 37 Warren St., New York.

MOTORCYCLE wanted—In exchange for the following goods, which are absolutely brand new, never used: 5-in. by 7-in. camera and outfit, value $56; binocular opera glasses, value $40, or electric motors and electrical goods of any kind. F. J. LAMB, Grand Rapids, Mich.

FOR SALE—N. S. U. 5½ H. P. twin complete, with magneto, tools, etc.; condition perfect, $175. Have bought automobile and have no time to use it. Box 113, Cooperstown, N. Y.

FOR SALE—Two twin cylinder Indians at $205; three single cylinders at $165; latest models, to reduce stock. Delivered reasonable distance. Snap. Address DEALER, care this office.

1908 INDIAN twin, magneto, etc., $235; twin tri-car outfit, $250; parts and repairs. Armac, $75; Royal, $75; Indians, $75 up. Send for specialty catalog. WIDMAYER, 2312 Broadway, New York City.

WE can supply all parts of the Orient bicycle and tandems. THE HUB CYCLE CO., 285 Hanover St., Boston, Mass.

CURTISS single and double cylinder, 1908 models, now ready for delivery. TIGER CYCLE WORKS, 782 8th Ave., New York Distributing Agents.

MOTORCYCLES—All makes second hand, from $60 up; agents for Merkel, Armac and Crouch. We buy for cash and sell for cash. E. J. WILLIS CO., 8 Park Place, New York City.

MOTORCYCLISTS can with confidence send their motorcycles to me. Low price on motorcycle tires and supplies for repairs and overhauling; enameling done any color; vulcanizing, nickel plating. B. A. SWENSON, Providence, R. I.

SPOT cash paid for second hand motorcycles; we want 100. E. J. WILLIS CO., 8 Park Place, New York City.

WE REPAIR MOTORCYCLES.

HURCK MOTOR & CYCLE CO.,
109 N. 12th St., St. Louis.



If you want to be dead sure that your next trip will not be marred by Plug troubles, use a

SPLITDORF
Motorcycle Plug

C. F. SPLITDORF,
261 Walton Ave. New York.

Those who have used them most will tell you that
Duckworth Chains
are the most satisfying chains ever applied to
Bicycles or Motorcycles
DUCKWORTH
CHAIN & MFG. COMPANY
Springfield, Mass.

Genesee Pedals **Frame Sets**

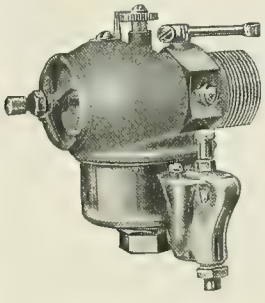
Also All Metal Parts for Bicycle Construction

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AUTOGENOUSLY WELDED
BICYCLE FITTINGS
An Inovation
SEND FOR SAMPLES

Worcester Pressed Steel Co.
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Get a
HEITGER
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HIGH GRADE

wheels must have the best equipments

There is nothing that gives more value for the money than the use of the

MORSE TWIN ROLLER CHAIN



NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING

The only chain having FRICTIONLESS ROCKER JOINTS. Insist on having the Morse Twin Roller. Fits regular sprockets.

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BUY—Nuts, Bolts, Screws, Adjusting Cones, Cups, Brass Plugs, Pump Connections, Pump Hose, Saddle Clamps, Head Brackets, etc., etc., of

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TORPEDO MOTORCYCLES

Torpedo stands for Quality, and Quality means Price. Buy a Torpedo and get both. Write for Catalog.

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TO THE LIVE MAN interested in cycling or motorcycling who realizes the value of keeping informed about all that concerns it this blank is hint enough:

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Enclosed find $2.00 for which enter my subscription to THE BICYCLING WORLD AND MOTORCYCLE REVIEW for one year, commencing with the issue of_____

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WEAR LONGEST

EMPIRE AUTOMOBILE TIRE COMPANY, - TRENTON, N. J.

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AGENCIES—Atlantic City, Penn Auto Supply Co.; Philadelphia, Penn Auto Supply Co.; Jacksonville, Fla., Savell Rubber Co.; Denver, Col., Denver Auto Goods Co.; Seattle, Wash., Fobes Auto Supply Co.; Atlanta, Ga., Dunham Rubber Co.; Providence, R. I., Waite Auto Supply Co.; Cleveland, O., The Auto Supply Agency Co.

¶"The A B C of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price, 50c. The Bicycling World Co., 154 Nassau St., New York

ARMAC Motorcycles
STAND THE TEST

COOD TERMS FOR AGENTS

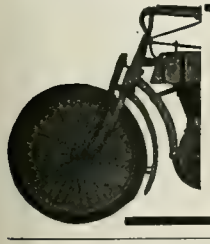
Write to-day for our new catalogue, fully illustrated

Armac Motor Co., Chicago, Ill.

TO KNOW THEM IS TO LIKE THEM

Gibney Special Tires
QUOTATIONS ON REQUEST

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Sager Cushion Fork

Easily attached to any bicycle or motorcycle. Absorbs all jars, jolts and vibrations. Send for Catalogue.

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The Caterpillar Flame
is a Magneto Spark, produced only by Pfanstiehl Coils. Most of the recent events for Motorcycles have been won with Pfanstiehl Coils.

Pfanstiehl Electrical Laboratory

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Contained and Separate Generator LAMPS

"BABY GRAND" *Motor* Boat Car and Cycle Searchlights

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20th CENTURY MFG. CO., 19 Warren St., N.Y.

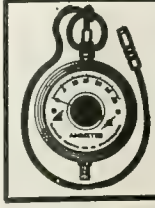
Special Stampings FROM SHEET METAL
THE CROSBY CO., - Buffalo, N. Y.



SPROCKETS

We Make a Specialty of High-Grade Sprockets for the Cycle Trade

HYDRAULIC PRESSED STEEL CO.
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For testing dry cells, use the

Eldredge Battery Ammeter

0 to 30 Amperes

Indicates in either direction of current. Price $3.50, delivered.

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Our Catalogue is ready and will be mailed for the asking.

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Jobbers of

BICYCLES and SUNDRIES

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It's foolish to pay more for a spark plug when you can get a plug so good as the "Vulcan" STA-RITE for $1.25. Made with outer cap. Inner tube never exposed. Can't crack. THE R. E. HARDY CO., 25 W. 42d St., New York.

WHO would think of building Bicycles, Coaster Brakes, Lawn Mowers, Sewing Machines, and etc., etc., without using



The Star Ball Retainers
therein?

WHO? **Tell us.**



The STAR BALL RETAINER CO.
LANCASTER, PA., U. S. A.
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BICYCLE GOODS

Ask for Catalogue of Bicycle and Motorcycle Parts and Sundries. We want every dealer to have our Monthly Bargain Book. Write us.

NEW YORK SPORTING GOODS CO.
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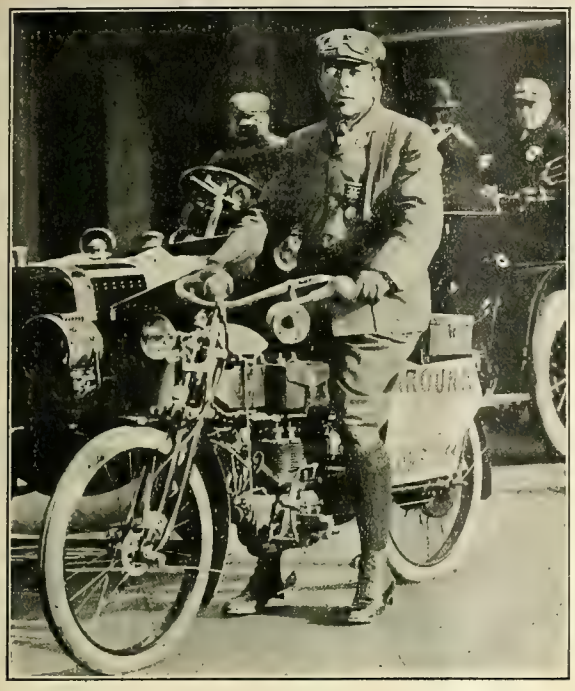
Continental Rubber Works Suit.

We desire to notify the trade that our suit against the Continental Rubber Works of Erie, Pa., under the Tillinghast Patents is still pending, and that purchasers and users are equally liable for infringement.

The following manufacturers are licensed to make and sell single tube tires under the Tillinghast Patents:

Hartford Rubber Works Co.
Diamond Rubber Co.
Fisk Rubber Co.
Pennsylvania Rubber Co.
Indiana Rubber & Insulated Wire Co.
Goshen Rubber Works
Lake Shore Rubber Co.
B. F. Goodrich Co.
Goodyear Tire & Rubber Co.
Kokomo Rubber Co.
International Automobile & Vehicle Tire Co.
Morgan & Wright.
Boston Woven Hose & Rubber Co.

SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.



ONLY MOTORCYCLE TO REACH MONTAUK

The F. N. BIG FOUR was the only motorcycle entered in the two-day "Around Long Island" reliability tests held under the auspices of the New York Automobile Trade Association. Mr. Earle L. Ovington entered this automobile contest in order to make an effort to do what no motorcyclist had succeeded in doing, i. e., reach Montauk—practically at the extreme end of Long Island. He was warned by motorcyclists and automobilists alike to turn back, as the trip was impossible on a motorcycle on account of the miles of bottomless sand and marsh lands that had to be traversed. Mr. Ovington claimed that if an automobile could go there he could with his four cylinder, continuously pulling motor, sand and waterproof transmission, and Bosch magneto. And although one car broke its transmission, another smashed every spoke in one wheel, and still others did not get through at all, the F. N. pulled a 200 pound rider safely to the coveted goal. In speaking of the trip Mr. Ovington said: "I turned on full power and stuck to the saddle until either the treacherous sand, or some hidden obstacle, threw me heavily to the ground. Nothing but a four cylinder, directly connected motorcycle could ever be started in such sand, and no transmission other than one entirely enclosed would operate with efficiency under such conditions. At one time I skidded down a thirty foot embankment, and a little further on I was in marsh-land with mud and water up to the hubs."

Ovington Motor Company, 2236 Broadway, New York

Our latest catalogue is interesting.

TRADE

DIAMOND E

SPOKES AND NIPPLES

MARK

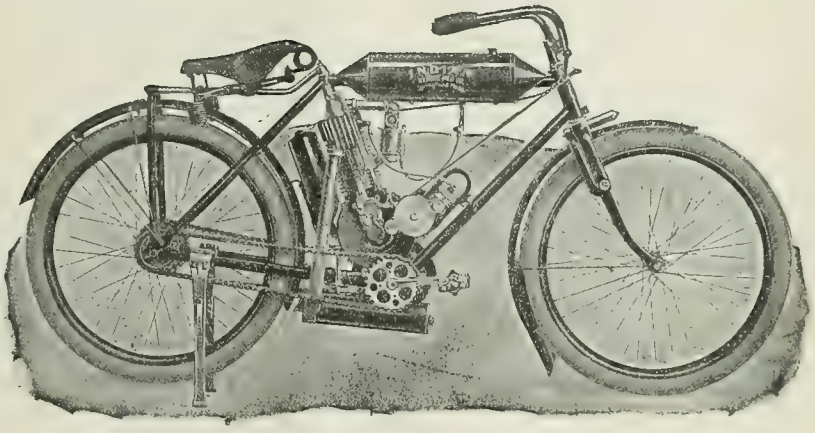
The Standard Company

TORRINGTON, CONN.

Manufacturers of

SPOKES, NIPPLES, PEDALS TOE CLIPS and SPARK PLUGS

THE INDIAN CLIMBED



WILBRAHAM MOUNTAIN

57 Miles an Hour

Full Mile Long: 453 ft.
High Grades up to 24%

TIME 1.03⅘

Only Competitor 1:24. Best Auto 1:08.

Send for Catalogue B, and Get the Right One.

HENDEE MANUFACTURING CO., Springfield, Mass.

The Dope on Motorcycle Tires Hasn't Changed—It Still Reads

Indianapolis Double Clincher

G & J TIRES

As usual, all the winning machines in the Detroit motorcycle races, September 20th, were equipped with these tires.

Every prominent motorcyclist uses G & J Tires.

Would all these shrewd motorcycle enthusiasts use G & J Tires in all their contests if they had not always made good?

Send for our Motorcycle Book.

G & J TIRE CO.

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Branches in Principal Cities. **Dealers Everywhere.**

G & J Clincher Tires fit perfectly and are guaranteed on either single or double clincher rims.

Better Tires than

Defender Special



New Oxford

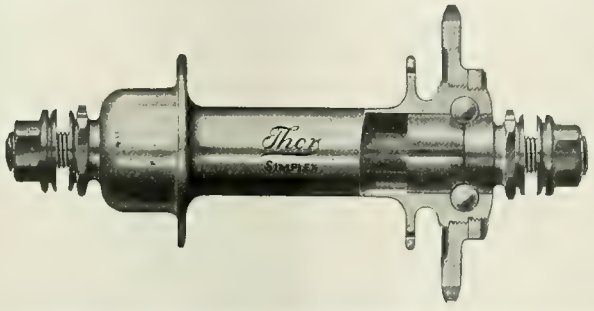
were never made

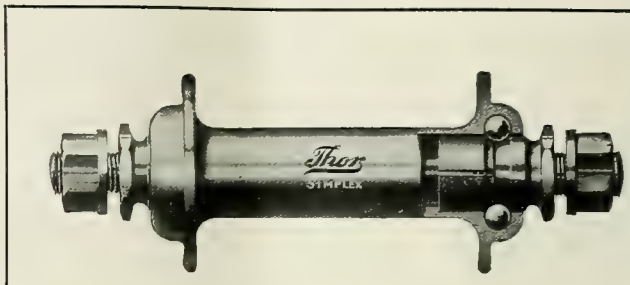
simply because no one can make them. The men who make other tires all are well aware of this great truth.

Kokomo Rubber Co., Kokomo, Ind.

Thor HUBS

**Try Them—
You'll Like Them**





Mr. Bicycle Dealer:—Give your customer the best bearings in his hubs—those that will stand up and run easiest—you will satisfy him. Demand Thor hubs on the bicycles you get from your **manufacturers** or **jobber.** You have a right to demand **satisfaction for your customers.**

AURORA AUTOMATIC MACHINERY COMPANY, Aurora, Illinois

Theres no getting away from the fact—

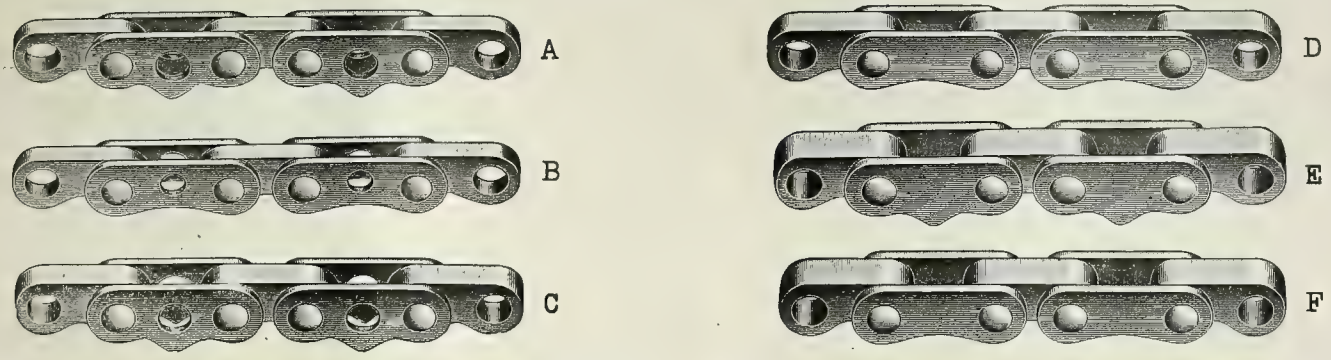
AJAX
TIRES

are great tires.

AJAX-GRIEB RUBBER COMPANY

57th Street and Broadway **New York City**

Factories—TRENTON, N. J.



Bicycle manufacturers should investigate "Whitney" Chains before placing contracts for the season of 1909. For two years we have been making preparations for the coming bicycle chain season. We have been fully settled in our new factory for a number of months and before August 1st we will be making our Bicycle Chains with a new and improved equipment of machinery and tools.

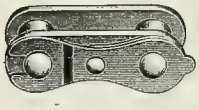
New ⅝-in. Pitch Chain

Roller or Bushing Type

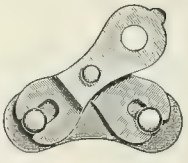


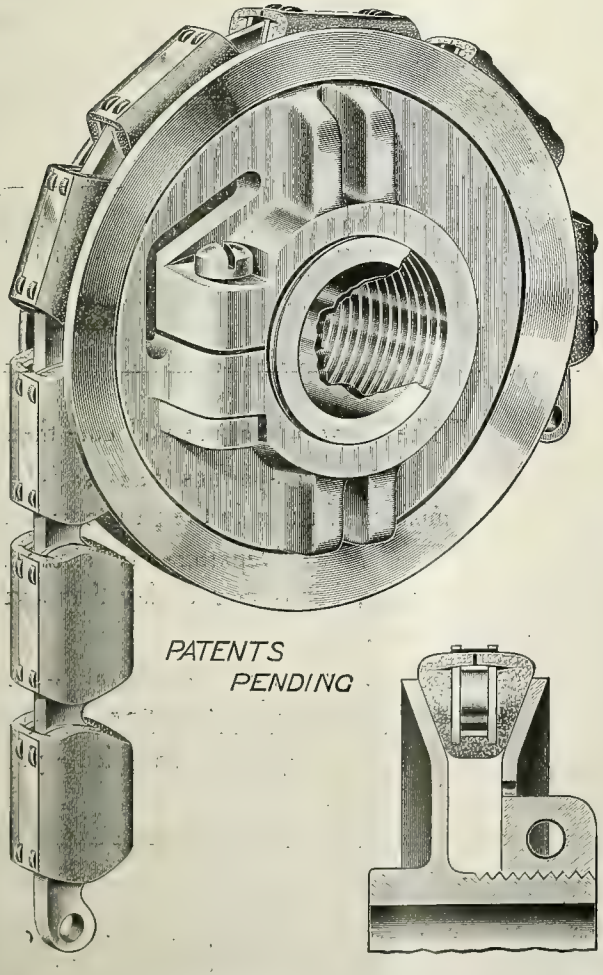
For Motorcycles, etc.

New Safety Connecting Link



PATENTED





PATENTS PENDING

This is the New

"WHITNEY" CHAIN BELT AND Special Adjustable Pulley

FOR MOTORCYCLES,
COOLING FANS,
OILING DEVICES, Etc.

The belt is composed of center blocks, rivets, special side links and leather covers having special form and suitable locking plates. Only the leather comes in contact with the grooved pulleys and the drive is therefore noiseless. The steel chain construction makes the belt absolutely flexible even when running over a pulley of small diameter and it eliminates elongation due to stretch which has been experienced with other types of belt drive.

By means of our Adjustable Pulley the Chain Belt may be given the exact tension required without the use of an idler pulley and without any provision for an adjustment between the centers of the pulleys. The flanges of the pulley are brought together to tighten the chain or separated to loosen same and the adjustable flange is locked in position by the binding screw shown in cut.

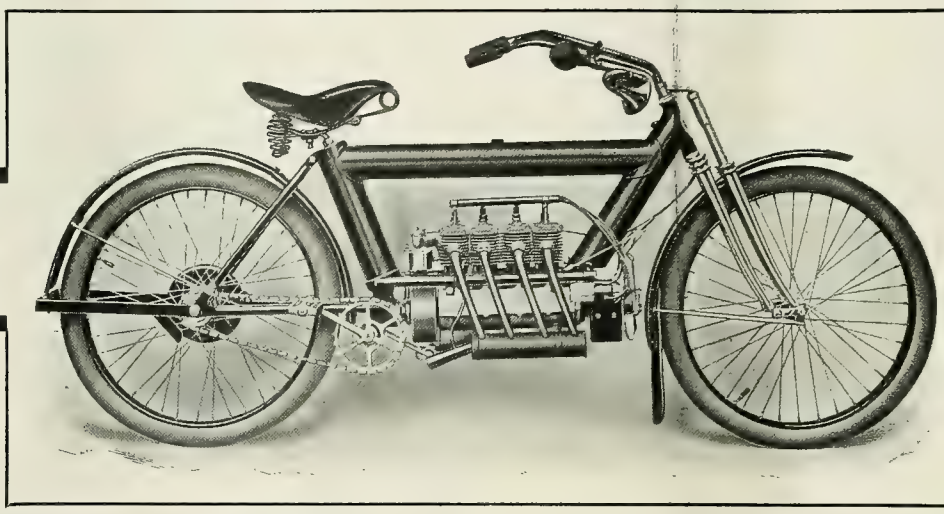
The Whitney Mfg. Co.

HARTFORD, CONNECTICUT

A LIMITED OUTPUT OF THE

PIERCE VIBRATIONLESS MOTORCYCLE

is offered the trade for 1909.



Six H. P.
Sixty M. P. H.
Shaft Drive

Friction Clutch
Bosch Magneto
Grip Control

Write for information.
An ideal agency combination is

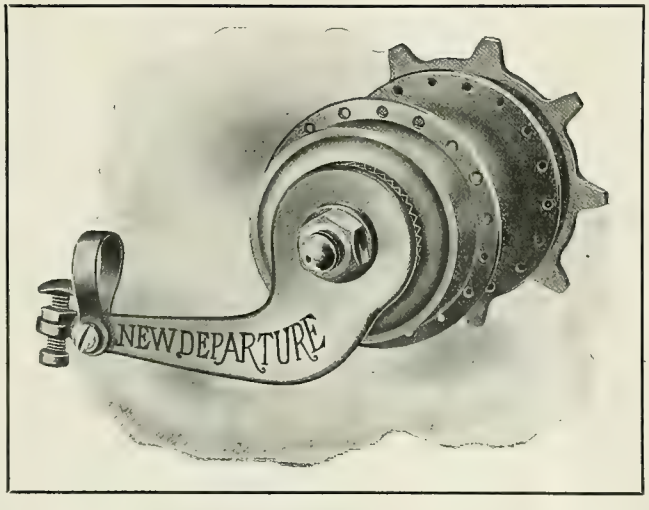
PIERCE BICYCLES
MOTORCYCLES

We want responsible contract agencies for both lines.

The Pierce Cycle Company, Buffalo, N. Y. ☐ DENVER OAKLAND

NEW DEPARTURES—THE WORLD'S STANDARD

For Bicycles and Motorcycles



Are You Having Coaster Brake Trouble?

¶ The New Departure will cure them.

¶ The New Departure has satisfied millions of riders in the past ten years.

¶ The New Departure is stronger, simpler, handsomer to-day than ever before.

¶ New Departure is reliable anywhere and guaranteed for three years.

¶ Sell New Departures and please your customers.

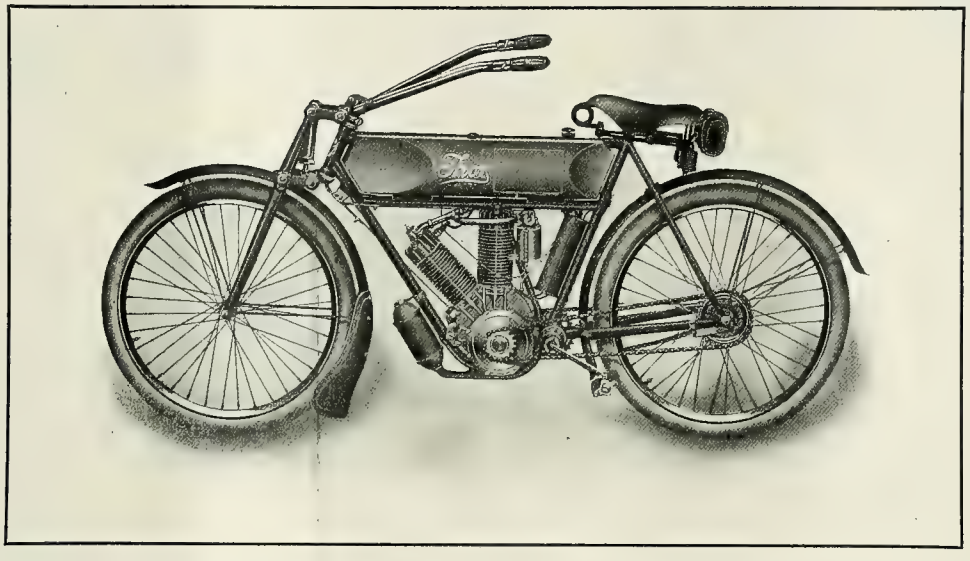
EXTENSIVE LINE OF NEW ADVERTISING MATTER FOR 1909.

The New Departure Manufacturing Co. KING STREET BRISTOL, CONN.

Thor WINS

The Only Perfect Score

BEATS ALL COMERS IN OPEN CONTEST



The Severest Test of the Season

The Chicago Motorcycle Club's Third Annual Endurance Contest—two days, 414 miles—and the

ELIMINATION CONTEST

three and one-half days, 702 miles in sand, mud and water. Nineteen entries, eight other makes.

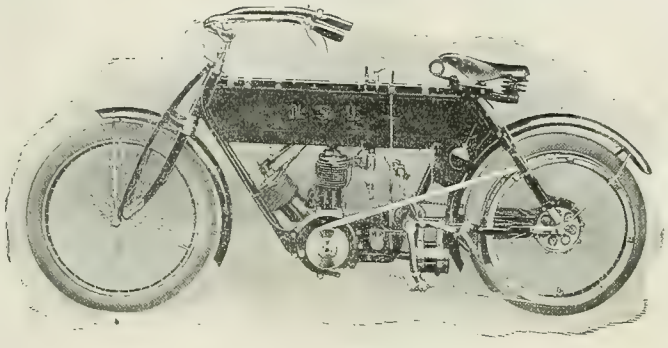
The Thor Motorcycle is a QUALITY MOUNT

The Thor Line is a Live One

AURORA AUTOMATIC MACHINERY CO., AURORA ILLINOIS

NSU

AGENCIES



Our 6 h.p. Touring Model,

THE FASTEST OF STOCK MOTORCYCLES.

WE want established and legitimate agencies in every state of the union to handle the peer of them all—The World Famous

N. S. U. MOTORCYCLES

Isn't it better to obtain the agency of a motorcycle

¶ That has conceived the ideas others copy?

¶ That will gain you a select class of customers who will always be satisfied and satisfied all ways?

¶ That has shown what it can do, and will do, whether it be on the road or in the contest?

¶ Whose manufacturer (one of the largest in the world) has been established for over 35 years, making each and every part under its own roof in a factory covering over 14 acres and employing 1,200 hands?

ISN'T IT BETTER?

¶ A hustling agent, backed up by a big, strong firm, who stands back of their product, with prompt and efficient service and a cast iron guarantee, means a wonderful business. Think it over, then communicate.

N. S. U. MOTOR COMPANY

206 West 76th Street, New York City

Catalogue "B" shows and explains.

HAVE YOU NOTICED?

¶ In every big event that tries the reliability, power and speed of fully equipped motorcycles, the

Excelsior WINS

¶ In the Chicago Motorcycle Club Reliability Run from Chicago to Kokomo and return, 415 miles in two days. In a field of 18 starters

3 were Excelsiors
EIGHT FINISHED
3 were Excelsiors

and all with perfect scores.

¶ Thus is proven the quality of the Excelsior stock machine, exactly as it is delivered to every customer without special preparation or equipment.

¶ No Excelsior is better than any other, but all are better than any other make.

¶ Our catalogue M. C. 20 tells you why. Write for it.

EXCELSIOR SUPPLY CO.

233-37 Randolph Street, CHICAGO, ILLS.

Established 1876

1909 MODELS

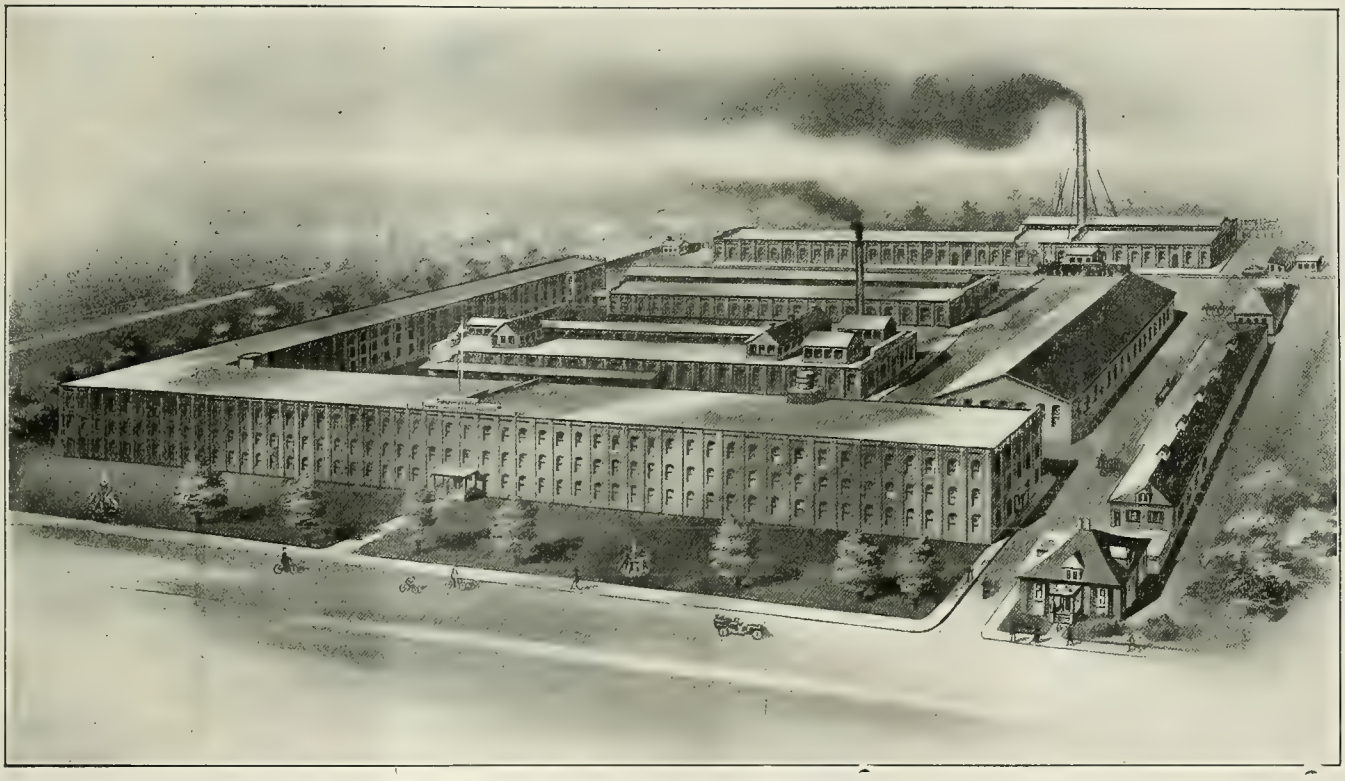
ANNOUNCEMENT

1909 MODELS

POPE BICYCLES

COLUMBIA
TRIBUNE
CLEVELAND
FAY JUVENILE

RAMBLER
MONARCH
CRESCENT
IMPERIAL



WESTFIELD BICYCLE FACTORY OF POPE MANUFACTURING CO.

In these days when it may be thought by many that the bicycle had reached the limit of practical development, it is a pleasure to announce to the trade that marked improvements are shown in our new models for 1909. They are stronger, finer looking, more salable and better in every way than the machines of previous years. In these latest bicycles will be found New Features, New Frame Lines, New Equipment, New Crank Hanger Construction, the Finest Material and the most Excellent Workmanship.

Our immense bicycle plant at Westfield has recently been added to until we are safe in saying that we can promptly take care of any demand. Here may be found machinery for the production of practically every part of the bicycle save tires and wood rims. Bicycles shipped from our Westfield factory are made there—not merely assembled from parts bought here and there. Parts entering into the construction of Pope bicycles are designed in our factory, each for its particular place, not bought outside and adapted to the desired purpose.

The sale of 1909 Pope bicycles is to be vigorously pushed everywhere, and our selling organization is such that we can offer dealers the most satisfactory service. Never before have we turned out such fine and complete lines. Responsible and active dealers are solicited for unoccupied territory, and are invited to write us for particulars of the best bicycle proposition we have ever offered.

Large and handsomely illustrated catalogues now in hands of printer. Write us for an advance copy. Address all communications to

BICYCLE DEPARTMENT

POPE MANUFACTURING COMPANY, HARTFORD., CONN., U. S. A.

Always Better Than The Rest

The 1909

RACYCLES

are better than ever. The changes and improvements that we have adopted for these wonderful machines make them more valuable than ever to Racycle agents. We are ready with full particulars, both as to construction and 1909 prices, and will be glad to correspond with any and all dealers regarding the agency.

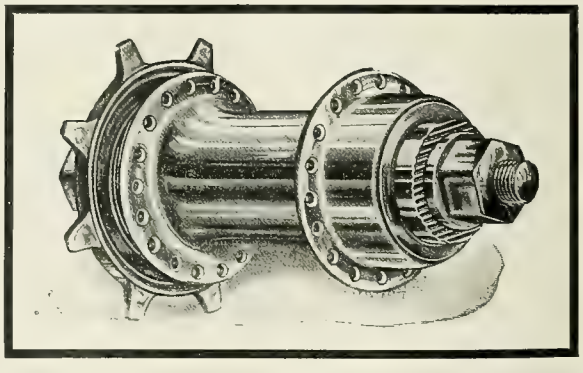
Ask about "The Racycle Ride-about"

THE MIAMI CYCLE AND MFG. CO., Middletown, Ohio

F. M. JONES, Pacific Coast Representative, Sacramento, Calif. ELYEA-ANSTELL CO., Southern Distributors, Atlanta, Ga.

Look What's Here! "THE ARMLESS WONDER"

No Side Arms
No Springs
No Levers
No Complicated Parts



Lightest in Weight
Smallest in Size
Fewest Parts
Simplest Construction

The Musselman Coaster Brake

Its first year on the market has proved it, beyond any question, to be mechanically perfect. We have hundreds of letters, from riders and dealers, proclaiming it the most satisfactory coaster brake ever made

It is easy to sell bicycles equipped with Musselman Brakes.
Be sure to specify "Musselman" for your coaster brake equipment.

For sale by all leading jobbers. Write for free descriptive circulars and 1909 prices.

THE MIAMI CYCLE AND MFG. COMPANY, Middletown, Ohio

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVIII | New York, U. S. A. Saturday, October 3, 1908 | No. 2

BIGGER SECTION FOR MOTORCYCLES

Garden Show Management Makes Large Addition for 1909—Early Applications Exhaust Original Allotment.

After waiting on the managers of the two New York automobile shows on Tuesday last, 29th ult., the committee appointed for the purpose by the Motorcycle Manufacturers Association, decided that it was not possible to do better than to again line up in the Association of Licensed Automobile Manufacturers' show in Madison Square Garden, January 16-23. In fact, the committee learned that 29 of the 32 spaces reserved for motorcycle exhibits and which constituted the motorcycle section in the last show, already had been applied for, the applications of the Hendee Mfg. Co., Pierce Cycle Co., N. S. U. Motor Co., Excelsior Supply Co., Consolidated Mfg. Co., Walton Motor Co., and the Bicycling World and Motorcycle Review then being in hand.

The show management was able, however, to provide some 18 additional spaces adjoining those originally reserved, and as it is certain that they will be quickly snapped up, the motorcycle section in the 1909 show cannot well fail to present an even more formidable and impressive front than on the previous occasion. The applications of the Light Mfg. & Foundry Co., the Ovington Motor Co., and the Reading Standard Co., were filed on the spot and the committee immediately wired other manufacturers recommending that they take similar action at once, as the allotment of spaces will be made next Tuesday.

E. S. Fretz, of the Light company, acted as spokesman for the committee, and broached the subject of sharing in the profits of the show as has been done by one other manufacturers' organization that participates in the exhibition. The show management gave the suggestion courteous heed, but was not able to enter into any specific agreement as the matter of profit-sharing is decided after each show; it was promised, however, that the motorcycle manufacturers' suggestion would receive the fullest consideration, the understanding being that any profit that may be declared will be turned into the new association's treasury. As there is practically no doubt that a profit will be forthcoming, it will give the Motorcycle Manufacturers Association some "working capital" with which to carry out its objects.

British Bicar Appears in America.

The Walton Motor Co., which conducts a modern garage at Lynbrook, N. Y., has taken the American agency for the Midget Bicar, which substantially is a pedalless motor bicycle in which the frame is built of channel steel instead of tubing; the frame is minus the lower diagonal member usual to the diamond frame, the engine being suspended vertically from the top rail and directly behind the front mudguard. Batteries, coil and all else are wholly enclosed, the engine only being visible. The Bicar is supplied with either 3½ horsepower single or 5 horsepower twin motors and when desired with the Fafnir two-speed gear. V-belt transmission is employed. The Walton company already has received several of the machines.

Spear Succeeds Surre as Secretary.

George P. Spear has been elected secretary and director of the Corbin Screw Corporation to fill the vacancy caused by the resignation of W. J. Surre. The latter, as the Bicycling World stated last week, is shortly to become eastern sales manager of the Continental Rubber Works.

Minneapolis Becomes a Corporation.

The Minneapolis Motorcycle Co., makers of the Minneapolis two-speed motorcycles, last week became a corporation under the laws of Minnesota. Its stated capitalization is $50,000, and its corporators, Joseph M. Michaelson, Charles S. Gilmore, Walter E. Michaelson.

SPECIFICATIONS BAR COMPETITION

Baker Discovers a Fly in the Ointment—Peculiar Restriction on Bids for Supply of Army Bicycles.

As the result of the United States Government's advertisement soliciting bids on or before October 9th, for from 100 to 300 high grade bicycles for army use, a pretty situation has arisen.

When F. A. Baker, of F. A. Baker & Co., the New York agents for Pierce bicycles, read it he at once thought he would enter the competition, but before he had gone very deeply into the specifications, he decided that he was hopelessly out of it even before he went into it. For he quickly discovered that the specifications came very close to describing a particular brand of bicycle; certain of its features are peculiar to itself and cannot be duplicated in others, and as the instructions to bidders state explicitly that "an absolute compliance with said specifications will be insisted on," and that "bids based upon samples differing from these specifications will under no circumstances be considered," Baker could not see how, even with a pickaxe, he could break into the competition and stand even a ghost of a show for success.

As he thought the eyesight of the Washington authorities might be better than his own, Baker addressed a few lines to the Quartermaster General soliciting information as to how, in the face of such language as that quoted, it will be possible for more than one bid to receive consideration. At last accounts, no particularly satisfying reply had been received.

The Retail Record.

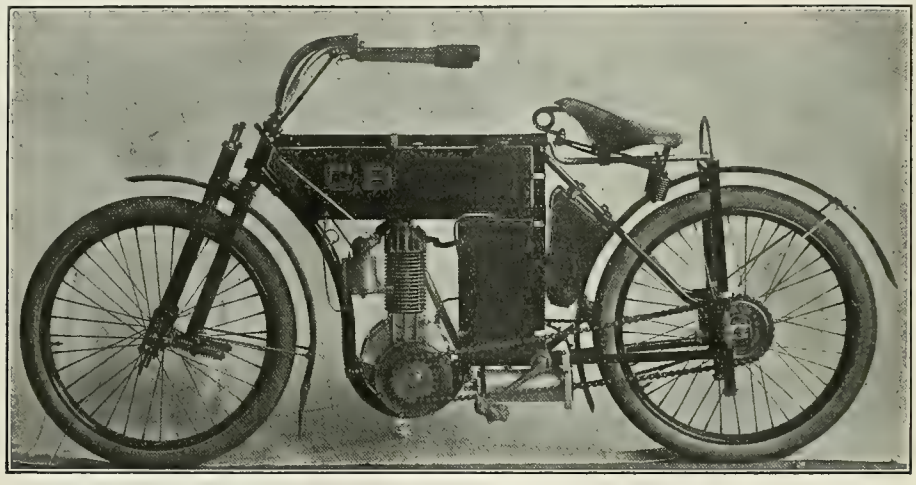
Murray, Utah—Emil Carlson, filed petition in bankruptcy. Liabilities, $4,543.44; assets, $1,706.15.

Tampa, Fla.—James Bros., purchased bankrupt stock of Hanna Cycle Co.

SPRING FORKS FRONT AND REAR

Blankenheim Applies New Suspension Idea in Motor Bicycle Construction—Enclosed Helical Springs a Feature.

Many methods of spring suspension for the motor bicycle are at a disadvantage because their construction is such that only a limited range of movement is permitted the parts. On this account the springs must be somewhat stiffer than otherwise would be required. No such fault can be charged to the arrangement which has been designed and patented by C. Blankenheim, of Chicago, Ill., which is shown by the accompanying illustration. For at the rear wheel, where the movement is generally most restricted, the new system permits a range of motion of no less than 1½ inches. Blankenheim formerly was with the Hornecker Motor Manufacturing Co., who make the Torpedo motorcycle, and is thoroughly familiar with the requirements of motorcycles as well as with the methods ordinarily taken of meeting them.



BLANKENHEIM'S SPRING-SUPPORTED MOTOR BICYCLE

In the mounting of both the front and rear ends of the machine helical springs are employed, the action being checked by the use of rebound springs which are placed in opposition to the main supports. The general arrangement will be seen in the accompanying illustration. A straight, vertical fork spans the rear wheel, the usual upper rear forks joining it just in front of the axle where a special slotted carrier is used to guide the axle, while permitting it vertical motion. The fork sides are tubular and contain the supporting springs, while in extensions from below the rebounding springs are carried. The upper part of the fork is U-shaped, and prevents any cross strains between the two ends of the axle, as well as suppressing any tendency to "weaving" in the frame. The saddle post telescopes into the top tube of the main frame, its rear end being supported by the upper end of the spring fork. It thus is given a perfectly rigid, double support. The post itself is offset and may be reversed if required, thus elevating the saddle and giving considerable latitude of adjustment.

The same general principle of suspension is carried out in the front fork. The main forks are perfectly straight and at the bottom are joined to the ends of the axle through two connecting links which, instead of being rigidly attached to the forks are slidably mounted and retained in their normal position by means of springs. The main and spring forks are thus permitted a certain amount of "give" in the direction of the wheel base, so that any shocks received directly on the front of the wheel will be absorbed by the sustaining and rebound springs.

The spring forks, which are placed directly in front of the main forks are straight also and are carried by a hinged extension from the crown. The principle of enclosed, helical suspension and rebound springs is again applied, so that the forward end of the machine is spring supported both vertically and front and back. Hence any sort of road shocks which it may receive will be met with the cushioning action of the springs and duly absorbed without being transmitted through to the frame.

The machine upon which the suspension has been applied otherwise is of normal construction except that the motor is carried well forward of the center line. Advantage is taken of this arrangement to locate the coil and battery in a low and accessible position. Indeed, the entire mounting of the machine is such as to bring the center of gravity well down toward the ground, affording considerable advantage to the short-legged rider. The main tank which is carried just below the top tube of the main frame affords capacity for two gallons of gasolene and ½ gallon of lubricating oil. The wheels are 26 inches in diameter, and are shod with 2¼-inch tires.

Blankenheim shortly expects to effect arrangements for placing his invention on the market. He believes it solves the vibration problem so far as it applies to motorcycles and there is no denying that it "looks good." In actual use on the road, Blankenheim states that it has exceeded his fondest expectations.

Premier Reports a Profitable Year.

The Premier Cycle Co. is the first of the important English corporations to file its annual report as required by law. The statement shows that after providing for all working expenses, debenture interest, directors' remuneration, and bad and doubtful debts, there is a net profit for the year of £22,451 2s. 1d. This amount, with the balance of £4.507 5s. brought forward from last year's accounts, leaves £26,958 s. 1d., out of which it is proposed to pay a dividend of 7½ per cent. on the preferred shares, absorbing a sum of £9,375, a similar dividend on the ordinary shares, accounting for £3,750, leaving £10,000 for the reserve fun and £3,833 7s. 1d. to be carried forward to next year's account.

New Emblem Motorcycle Nearly Ready.

En route home from his visit to the Pacific Coast, W. G. Schack, head of the Emblem Mfg. Co., Angola, N. Y., stopped off in New York for a day or two last week. He said that while the semi-demoralization of the market for jobbing bicycles had reached the other side of the continent, he himself has small cause for complaint over the result of his long journey.

Incidentally, Schack stated that his concern has the new Emblem motor bicycle well advanced. Unlike its predecessor, it will be built in the Emblem factory, where both motor and parts will be made. The new machine will be of 3½ horsepower, and employ belt drive.

Reduced Postage Rates to England.

Henceforth, the residents of Great Britain who do business with America, will have less cause for worry. For generations they have never ceased to complain of the short payment of postage on letters from America, although they themselves have not been wholly free from guilt. On Thursday last, 1st inst., the letter postage between the two countries was reduced from 5 to 2 cents, the same as obtains on domestic mail. The rate for postcards also has been cut in half—from 2 cents to 1 cent. Later, it is expected that the reductions will be made apply to all British possissions.

Causes of Deceptive Motor Action.

A weakened supporting spring under the priming pin of the carburetter may be the cause of a period of most deceptive bad action to the motor. If the spring is not strong enough to hold the pin entirely up it will prevent the float from rising to its full height when the motor is in operation, as the latter is not steadily lifted at such times, but is kept constantly bobbing up and down, thus tending to cause an overrich mixture to be generated. A bent priming pin may be the source of a similar difficulty, though usually in more pronounced form.

WHY THEY CANNOT INSPECT PATENT

Patent Office Decides an Interesting Point Raised by Miami Company—Echo of Coaster Brake Litigation.

While the manufacturers involved since have made peace, and echo of the long pending and long threatened litigation over the basic coaster brake patents, came from the Patent Office this week in the form of a decision of a petition of tne Miami Cycle & Mfg. Co. for permission to inspect the original patent in question. Although the terms of peace render the decision of no value in the particular case concerned the point involved is yet of general interest. In denying the petition, Patent Commissioner Allen, who wrote the decision, says:

"This is a petition for access to application No. 693,117, filed by H. P. Townsend.

"The ground upon which this petition is based is that Patent No. 850,077, which was granted to Townsend, purports to be a division of application No. 693,117; that suit has been brought by the owners of the Townsend patent against the Andrus & Naedele Co., who are customers of the Miami Cycle & Mfg. Co.; that the latter company is desirous of defending the suit, and that it is essential in order that a proper defense may be made that access may be had to the parent application.

"In the decision in re Dyer, (106 O. G., 1508,) it was held that:

"Since the patent refers to the earlier application, and thereby secures to the patentee the benefit of its date, it is clear that the patentee is not entitled to demand that the application be concealed from any persons having a real interest in the record leading to the grant of the patent. The application is a part of the record on which the patent was granted and is public property in the sense that it may be seen by any one having good reasons for inspecting it. Notwithstanding the rights of the public in this matter, however, it is believed that the inventor may have some equitable rights which should be safeguarded in so far as possible. The earlier application may and probably does disclose other inventions besides that included in the patent, and those inventions should not be made public property to be disclosed to a stranger to the record except where necessary."

"In the decision in re The Bullock Electric Mfg. Co (129 O. G., 1611) it was held that the fact that a suit had been threatened against the petitioner on a certain patent did not entitle him to be furnished with a copy of a prior application referred to in the prosecution of that patent. In the present case no allegation is made that the Miami Cycle & Mfg. Co. has actually undertaken the defense of the suit against its customer, and the mere allegation of the attorney that the company for which he is the counsel is desirous of defending this suit is not believed to be a sufficient showing of interest on the part of that company to justify granting them access to the parent application.

"It is urged by the attorney of petitioner that the fact that the patentee in his patent states that the application upon which it was granted is a division of an earlier application makes that earlier application a part of the record of the patent and that as such any person should be entitled to a copy of the same. As stated in the case of Dyer, above cited, the earlier application probably discloses other inventions besides that included in the patent, and while a party is entitled to see the whole record upon which the patent issued, if it is necessary to preserve his rights, he is not entitled to see it if he presents no good reasons therefor. The mere allegation that a party is in some way or other interested in the patent and in determining whether the application on which the patent was granted was, in fact, a division of an earlier application is not believed to be a sufficient showing of interest to justify granting him access to such earlier application. The petition is denied."

Pump Connection That Will Not Leak.



Any one who has had experience with the ordinary rubber hose which is used to connect a motorcycle pump with the tire valve knows that it is almost impossible to keep this hose connection air tight for any length of time. If the matter is investigated it is found that nine out of every ten pump connections leak air with the result that there is unnecessary difficulty in pumping up a tire.

The Ovington Motor Company, New York, has just secured the exclusive American agency for the A. D. metallic pump connection made in England, which is designed to correct these evils. As will be seen by referring to the illustration this connection comprises the usual pump nipples which are connected by a piece of rubber hose as is ordinarily the case. Surrounding this rubber hose, however, is an armored sheath of spring steel wire. By a very ingenious arrangement the rubber hose is locked securely into the nipple so that an absolutely tight joint is produced. Furthermore the fact that the connection is covered with steel wire makes it almost impossible to damage it by leaving it in contact with other tools in an ordinary motorcycle tool bag. Another feature of this new connection which will be known in America as the Ovico Metallic Pump Connection, is the spring device which holds this connection inside of the pump. Like other pump connections in use it is adapted to slip into the handle of the pump, but instead of screwing into position it is snapped in and is secured by means of the spring device shown in the cut.

WHY HIGH GRADE STEEL IS COSTLY

Value Depends Not on What is Put into It, but on What is Done to It—Light on Prices of Parts.

Because there is known to be only a very small amount of any metal other than steel in the so-called high grade steels, it is sometimes difficult for the layman to understand why such materials are universally so much more expensive than the ordinary grades of metal. One explanation is that the improved alloys are far more difficult to work than the older forms and that there is more risk of deffective parts due to errors in their handling than is the case with the simpler metals. This involves greater care in production and necessarily greater cost. The processes of manufacturing the high grade steels, too, are more involved than those required in producing the ordinary forms of mild or cast steel, so that a greater expenditure is required by the maker who produces them than otherwise would be the case. The final working of the parts into their finished state, because of the greater hardness of the metal and the frequent necessity of heat treatments, adds yet another element to the cost of the finished part. So that even though the very best grades of high alloy steel may be chemically little more than pure metallic iron, there is a very good reason for its high cost to the final consumer.

The average non-technical individual is pretty apt to regard all metal whether iron, steel, brass or any of their numerous alloys, wholly in the light of the hard, metallic substances they appear in ordinary every day use. The idea of their chemistry, and the way in which their constitution may be altered while in the molten state is rather a difficult one to arrive at unless the processes themselves are perfectly familiar. As a matter of fact, however, the expert metallurgist is enabled to accomplish great things with the metal while it is in the liquid state, just as the experienced cook may alter the flavor of a jelly before it has "set." In very much the same way he adds this and that "reagent" or spice, sampling and testing the resulting compound even while the bulk of the mass is still undergoing treatment until certain specifications are arrived at.

A striking illustration of the delicacy of the processes involved in steel making is found in the recent discovery that the use of dry air in blast furnaces produces a more uniform grade of steel than is possible to obtain where moisture is present in the air even though in very minute quantities. The steam generated by the moisture causes blow holes which, in turn, seriously affect the grain of the metal, even after it has been rolled, tempered and otherwise even after it has been treated to produce the special type of steel desired.

If the ripening of time has served to add emphasis to anything appertaining to coaster brakes it is contained in that oft repeated statement,

"You run no risk with the Corbin"

The Corbin always has been so built as to preserve the reputation of the bicycle to which it is applied and to insure the safety and satisfaction of the rider.

CORBIN SCREW CORPORATION, New Britain, Conn.

THE BICYCLING WORLD and MOTORCYCLE REVIEW
FOUNDED 1877

Published Every Saturday by

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☞Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

☞Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, OCTOBER 3, 1908.

"Enclosed please find check to cover year's subscription to the Bicycling World. I would not be without it for $10 per year." —W. L. Potter, Cambridge, Mass.

The Real and the Unreal of Touring.

While the average cycling tourist happily has outgrown the habit and now takes his pleasure pleasurably, it is not short of remarkable how very numerous is the touring motorcyclist who seems to fancy that speed is the principal purpose of a tour. Thus, one of a little party that spent several days awheel, fills his brief narration of it with accounts of the pace attained and the exact moment of arrival at various points.

"We covered 270½ miles in 12½ hours, actual riding time; the last 42 miles were ridden in one hour," writes our correspondent, who then details how his party left such and such a place at 7:11 a. m., stopped for lunch at 12.23 p. m., and arrived somewhere else at 5.19.

It is possible to understand and to enjoy an occasional brush on the road, but no man who "hits it up" for any considerable distance at the rate of either 22 or 42 miles an hour can be said to know the true meaning or the real joys of touring.

The genuine tourist cares nothing for "actual riding time," nor for the moment of his departure from or arrival at any point; his watch is about the last thing he thinks of. The rumblings of his stomach rather than the tickings of his timepiece govern his actions. He has eyes for more than the road ahead.

To the genuine tourist a tour is one grand sweet loaf—an outing with ever-changing scene, an outing free from the care and worries of the workaday life, an outing which recks not of the pendulum's swing, and one which leaves the tourist bettered alike in body and in mind.

The man who would travel at 22, 32 or 42 miles an hour should betake himself to a race track and there "turn loose" to his heart's content. With a slight play of his imagination, he there will be able to see as much and to obtain all the dust and other doubtful delights that he would obtain on what he mistakenly terms a tour; also, it will be very much more convenient and economical, almost as eye-straining and nerve-racking, and if a supply of souvenir postcards and a friend holding a stopwatch are included in the arrangements, his joy should surpass all bounds—if the stop watch proves that he is traveling as fast as he thinks he is, thereby justifying the use of the postcards. Such "tours" on a race track have one other glorious advantage—they may be undertaken without fear of injury to other than the "tourist" and without danger of his landing in jail for violation of the law.

How to Stop the Bunco Game.

Apparently, the Bicycling World's declared refusal longer to support the N. C. A., while it countenanced or remained blind to the "frame-ups" that have been palmed off on the public as honest competitions, has had its effect.

At Trenton, N. J., on Monday last, a referee disqualified the winner of one of those pre-arranged finishes and warned the other contenders that like punishment would be visited on all who engaged in what too politely has been termed "teaming," and "combinations," and later in the week, another referee proved that the warning was not an empty one. We are further assured by a responsible official of the N. C. A. that similar evidence will be forthcoming of efforts to stamp out the reprehensible practice that surely will kill the sport if it is not eradicated.

The public is growing wise to the fact that it has been victimized and has paid its money to witness not fair and honest racing, but fake racing disguised under modern and refining definitions; therefore, the N. C. A.'s determination to give the public a square deal comes not a moment too soon.

The demonstrations to that end given at Trenton are welcome signs and if the effort is persisted in and carried to its legitimate conclusion, it will not only promote the interests of promoters and racing men, but will rehabilitate the N. C. A. itself and entitle it to respect and support. Heretofore it has been too plain that the organization has been more concerned with the welfare of the promoter and his contracts and gate receipts than with the rights of the public. It is the public, however, that "pays the freight" and the racing man, the promoter or the government that does not consider the public is due for a sorrowful reckoning; it may be long delayed, but it will come as surely as the sun shines. No one can fool all of the public all of the time.

It is reasonably safe to say that nine-tenths of the open professional races run in this country during the current year have been frame-ups. They have not been decided on their merits. They have been matters of pre-arrangement—matters of barter and sale, of trickery and deceit and unfair dealing.

That sort of thing constitutes buncoing of the public and will ruin any sport or any business. It cannot be countenanced and those who countenance it are as guilty as the perpetrators.

We commend the N. C. A. for what it has done this week. It is a stride in the right direction, but it is not enough. What is needed is punishment of the sort which just has been meted out to the racing man who "held up" a promoter and who stood ready to disappoint the public. He was fined $100. Let a few fines of the same amount be levied on the men who are buncoing the public by engaging in fake races, otherwise termed frame-ups and combinations. If the fines are not sufficient, drive the men out of the sport by suspending them for extended periods, it matters not whether they be champions or near-champions. If they will not ride fair, the sport will be better off without them.

As between breaking faith with a promoter and disappointing the public and deliberately buncoing the public, the former is by far the milder offense.

CORRESPONDENCE

The N. C. A.'s Duty to the Public.

Editor of the Bicycling World:

I write to express my hearty sympathy with your recent articles upon the failure of the National Cycling Association to enforce their own rules governing public racing contests.

If anything will bring law into contempt, it is the failure to enforce it, and those who might have been restrained are emboldened to successive violations as one after another their offenses go unpunished. The rules were made because every one recognizes the tendencies to fouling, teaming and other practices which are so opposed to fair sport. Every intelligent person recognizes also, that if these things are not overcome and eliminated, they will certainly kill out popular interest and destroy the very thing which every rider ought to co-operate to sustain. There has been, during the past season, a very marked revival of interest on the part of the public, but it has received a serious blow or succession of injuries from the things which have taken place this season, and which have been ignored or condoned by the authorities.

Can you not make the Association and its Board of Control to recognize that enlightened self-interest should prompt both them and the riders to co-operate heartily and persistently in "cleaning up" and in giving the public assurance that next year every man will ride upon his own merits and that every violation of the spirit, as well as the letter of the law, will be punished with impartial severity?

C. T. K., East Orange, N. J.

The Matter of Motorcycle Records.

Editor of the Bicycling World:

Since I do not know the address of the present chairman of the F. A. M. competition committee, will you either hand this to him, or if you can give official answers to these questions, please do so in the Bicycling World.

Why is not Fred C. Hoyt credited with the 2 miles record, amateur, S. S., competition, 2:10⅕, Cambridge, Mass., August 19, 1905 instead of P. J. C. Derkum 2:04⅖, Los Angeles, Cal., February 22, 1908 (which was made in a longer than 2 miles race)?

Why is not Glen H. Curtiss credited with the 3 miles record, amateur, competition, (presumably S. S.), 3:47, Syracuse, N. Y., September 18, 1905 instead of P. J. C. Derkum, 3:03!, Los Angeles, Cal., February 22, 1908 (which was made in a longer than a 3 miles race)?

Why is not W. G. Collins credited the 5 miles record, amateur, F. S., against time, 5:07⅗, Los Angeles, Cal., February 22, 1908, instead of Paul J. C. Derkum, 4:47⅗, same place and date (which was made in a longer than 5 miles race)?

Why is not Glen H. Curtiss credited with the 10 miles straightaway record, amateur, 8:54⅖, Ormond Beach, Fla.?

I was officially informed that it is manifestly unfair and illegitimate to segregate the fastest one mile, or the fastest two consecutive, or the fastest three consecutive miles, out of races longer than three miles and claim a world's mile record, or two miles record, or three miles record; that the world's record for two miles can be made in a two miles race only; three miles in a three miles race only, and so on.

HENRY H. WHEELER, Pomona, Cal.

[We do not know of whom you obtained your "official information," but at any rate, it is quite evident that you misinterpreted it, since the length of a race can have nothing to do with the unfairness or illegitimacy of segregating or picking out the fastest intermediate mile or other distances. Times are taken from the start of the event and any records that may be made en route from the pistol fire to the completion of the full distance, whether 3 or 300 miles, are acceptable, provided only that the watches are held at the actual point at which the times are recorded. This undoubtedly is the reason why all the records to which you refer, save Curtiss's straightaway, do not appear on the F. A. M. books. Curtiss's performance probably was not booked either because no certificate was filed, or because his mount exceeded the 110 pounds international weight limit which then was in vogue. Whatever the future may develop, it may be stated that in formulating its rules, the F. A. M. purposely did not differentiate between amateur and professional records. It was the intention to modernize and immensely simplify things by recognizing only one sort of record, i. e., the fastest time, regardless of whom it was made by and regardless of the power or capacity or number of cylinders of his mount, (provided it was within the official limitation) and of the size or character of the track employed.]

How Schreyer Does His Daring Dive.

"Dare Devil" Schreyer is performing this week at the Inter-State fair at Trenton, N. J., thrilling the Jersey farmers with his perilous chute and dive. Schreyer's stunt consists of riding down an inclined plane and diving into a tank containing five feet of water. Schreyer admitted to the Bicycling World man one day this week that it takes plenty of nerve to dive 135 feet into a small tank.

"Some people imagine I use a special bicycle," said Schreyer, "but that is wrong. I use a standard road bicycle fitted with road tires, and geared to 88 or 91 inches. I pedal all the way down the incline and just as the bicycle reaches the place where it curves upward one pedal is beginning the upward curve of the revolution. This gives me the impetus to rise from the saddle, and I clear the bicycle by raising myself over the handlebars. The wheel drops into a net and I fly through 135 feet of space head foremost into the tank of water. It's all very simple when you know how to do it."

Easy though it may seem the act was considered so dangerous by the police in many cities in France, from where Schreyer recently returned, that he was compelled to first perform before the police and file indemnity bonds before they would allow him to make the dive in public.

COMING EVENTS

October 4, Grant City, Staten Island—New Jersey division of the Century Road Club of America's carnival of sports.

October 4, St. Louis, Mo.—St. Louis Cycling Club's annual closed club handicap race.

October 10, Providence, R. I.—Motorcycle races on Narragansett Park track.

October 10, Philadelphia, Pa.—Quaker City Motorcycle Club's Founders' week race meet, Point Breeze track.

October 11, Clifton, N. J.—"Getaway" meet at Clifton Stadium, with five-cornered paced race for $1,000 the feature.

November 3, Newark, N. J.—New Jersey Motorcycle Club's race meet.

November 3, New York City—F. A. M. one, three and five miles championships on Morris Park track.

Date Fixed for F. A. M. Championships.

At about the time that the F. A. M. 1908 Meet Club had abandoned all hope of obtaining a track in New York on which to conduct the three deferred F. A. M. national championships, a turn of unexpected good fortune placed a track at the club's disposal—the once famous Morris Park course.

The New York Aeronautical Society has the lease of the park and as it has planned a monster demonstration of air craft of all sorts, it occurred to the officials that in case many of the ships refused to soar, a series of motorcycle races would make good the deficiency and supply excitement. Accordingly the Meet Club and the Society got together and the delayed F. A. M. championships will be run on election day, Nov. 3.

The Morris Park track is at present considerably overgrown with grass and weeds, but the Aeronautical Society has promised to put it in first-class shape and as the superintendent, who actually will oversee the work, is himself a motorcyclist, it is likely to be properly performed. There are two courses on the Morris Park grounds and it will be the Withers mile course that will be put in order for the motorcycle events.

The three championships that will be decided are the one, five and ten miles events. Two other races also probably will be added to the program. It is expected that entry blanks will be issued next week. H. J. Wehman, 84 Nassau street, New York, will have charge of the entry list.

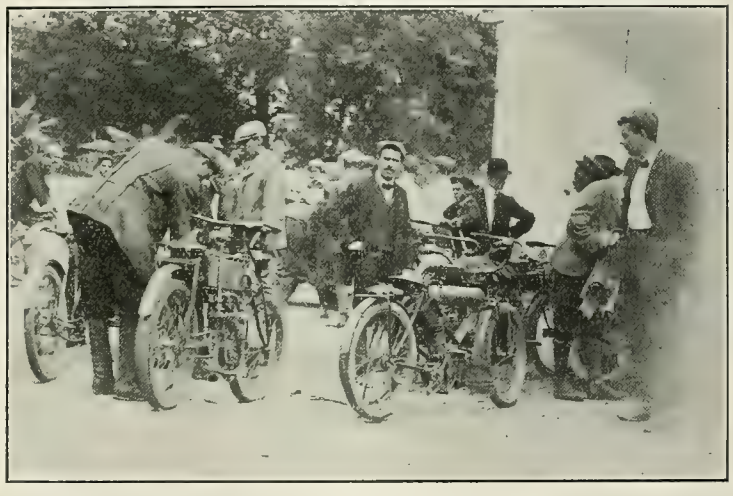
QUAKERS GREET KNICKERBOCKERS

Motorcyclists of Two Cities Make Annual Midway Reunion Run—Shaw's Automobile Carries "Life Savers."

The annual mid-way reunion run of New York and Philadelphia occurred on Sunday last, 29th ult. Hightstown, N. J., about 50 miles between the two cities, where the previous reunions had taken place, had been again selected as the meeting place, but the Hightstown hotel keepers had no room for the motorcyclists and forced them to go to Cranbury, a little town two miles nearer New York.



CLUBMEN OF TWO CITIES AT CRANBURY



PREPARING TO PART COMPANY

Although there were many familiar faces in the gathering at Cranbury, it was not a reunion of the old clubs. For some reason, the New York Motorcycle Club "took up" with Philadelphia's new organization, the Quaker City Motorcycle Club. Whether the downpour which last year drenched the New Yorkers and their old partners, the Philadelphia Motorcycle Club, also dampened the old fraternal feeling is not known. Certain it is, however, that the P. M. C. was not in evidence on Sunday last. The Quaker Citys invited not only the old club, but all other Philadelphia riders to "come along," but aside from the part it had played as a principal in the previous reunions, the fact that brotherly love between the two Philadelphia clubs is not as strong as it might be, not unnaturally caused the P. M. C. to hold aloof. In the new club are a number of those who formerly were members of the old one. Frank Shaw is one of them, and as was the case on previous occasions, he came to the scene in his automobile, which again proved a center of absorbing interest. Suppositiously, New Jersey is a dry State on Sunday, and as a result, Shaw, who believes in keeping whistles wet and in saving life, always has thought it advisable to guard against the Sunday drought. On the occasion of last Sunday's reunion, he brought the bottled life preservers and drought-destroyers in large pails packed in ice and he threw out the life lines to all who approached his motor car and whether they hailed from New York, New Jersey, or Pennsylvania. Shaw's car contained also several large bags of apples, which served more than edible purposes. He undertook to make the pace for the Philadelphia contingent and whenever any member of it sought to "get gay" and pass the pacemaker, a large red apple or two deftly aimed usually caused him to forego his intention, or to dismount and dispose of the fruit. The New York party was not provided with life-preservers, nor was their route marked by red apples or the sight of men munching red apples. When they could find it, they followed a confetti trail laid by Capt. Chapple and John A. Schleicher, who blazed the way and, they say, blazed it so well that the road has not yet entirely cooled.

In all, some 45 riders reached Cranbury—about 20 from New York, the remainder from Philadelphia.

Club and Derkum Bury the Hatchet.

Paul J. C. Derkum, the Pacific Coast professional record holder, has been elected an honorary life member of the Los Angeles Motorcycle Club. Derkum and the club had been "at outs" for some time, but after Derkum, in order to keep faith with the club, appeared at the club's race meet on September 9th, left the hospital at which his brother lay dying on the operating table a few hours before, the club decided that it was time to forgive and forget. Accordingly, at its last meeting the motion unanimously prevailed that "the right hand of fellowship be extended to Paul Derkum, the past wiped out and that he be elected an honorary life member of the club in recognition of his bravery and fidelity to his promises."

The Indiana Motorcycle Club has carded a race meet for October 10th, to be held at the fair grounds track, Indianapolis. Whether to make it an open meet or restricted to club members is all that has prevented the program from being announced.

CLARKE RIDES A GREAT RACE

Australian "Rocket" Defeats Kramer and Mayer at Final Garden Meet—Cameron Wins on His Professional Debut.

At the last and best meet of the summer season in Madison Square Garden, New York City, A. J. "Rocket" Clarke decisively defeated National Champion Frank L. Kramer and Henri Mayer, champion of Germany, in their three heat match on Saturday night last, 26th ult. The little Australian was not in good form, but he won two of the heats, Kramer taking the second. Mayer was a bad third in each heat. The card was the best that has been held in the Garden this season, and because of the match race, which has been the chief tid-bit in racing circles since the American defeated the Australian several weeks ago, a large crowd waited patiently through the preliminary, for the "piece de resistance" of the evening.

In the toss up for the pole in the first heat, at one-half mile, Clarke won, with Kramer second and Mayer on the outside. Clarke took the lead at the start, with Kramer on his wheel, but Mayer jumped before the first lap had ended, and Clarke connected with his rear wheel. This was the order at the bell, and the Australian made his bid on the first turn, going by the German as if he were standing still. Kramer also passed Mayer, but he could not get by Clarke and the Australian won easily, amid uproarous cheering, by two lengths. Mayer finished three lengths behind Kramer.

Kramer got the lead at the start of the second heat—one mile—and with Clarke and Mayer trailing the battle began. Mayer executed a feint jump in the third lap but made no attempt to go around until the next lap. Kramer then tacked on his wheel, with Clarke trailing, and this position was maintained until the last lap began. Just after the bell Kramer jumped. Clarke made a herculean effort to pass, but he couldn't quite do it, and the champion led across

the tape by a quarter of a wheel, Mayer sitting up on the back stretch.

With both Clarke and Kramer the winner of a heat there was naturally some speculation as to which man would win the third. There also was speculation whether Mayer was assisting Kramer or Clarke, or whether he was just riding for the fun of it. In the first heat the appearances were in favor of Clarke, but in the second heat the reverse was the case. It is safe to say that whoever Mayer was helping in the final heat he did not do him any good for the battling finish between Kramer and Clarke was as clean-cut as any that have been witnessed in the Garden.

Ten laps, or one mile, was selected for the distance of the final heat and Kramer started on the pole, with Mayer second and Clarke on the outside. Kramer again got off the mark first, with Clarke second, but before one lap was covered Mayer had secured the American's rear wheel, while Clarke moved up on the outside of Kramer. The second lap did not result in any change of position but in the succeeding round Mayer came up alongside Kramer, while Clarke dropped back. Mayer began to worry Kramer by sprinting, and made him unwind. In the seventh lap when Mayer and Kramer were sprinting in front neck and neck, Mayer suddenly quit and Kramer started for the tape. The last lap was thrilling. Clarke let Kramer lead until the backstretch, when he moved up to the champion's crank hanger. With Kramer on the pole victory seemed assured, and the 5,000 people in the Garden rose to watch the final struggle. Slowly but surely and superbly Clarke gained and at the last turn both champions were struggling as they never had struggled before. Neck and neck they entered the last stretch. Clarke had the stronger finishing sprint and it was a magnificent sight to see him forge ahead of his rival inch by inch. As they flashed across the tape the little visitor from the antipodes was a half wheel to the good. Mayer finished no where.

Not even at the finish of six day races has enthusiasm been greater nor applause more boisterous than greeted Clarke the second after his great victory. People jumped up and down in their seats and threw their hats in the air, while the riders in the arena field almost wept for joy. One well known rofessional rider was so joyful that he picked up a chair and hurled it 15 feet in the air. Fortunately no one was near him at the time. The match demonstrated that while Kramer may be Clarke's superior in the French style race, where generalship and a jump counts for everything, the Australian is more than his match in a long, hard, gruelling sprint.

Promoter Powers had arranged a race for the Class B professionals, which largely is made up of the batch of amateurs that were turned pro the week before, but the majority of them evidently got cold feet, for Cameron was the only cash chaser that had nerve to line up against the seasoned veterans. The former Irish-American A. C. amateur made an auspicious debut and showed that he need have no fear of mixing with the fast bunch.

As there were insufficient entries for the event for the Class B men it was scratched and Cameron lined up on the 50-yard mark in the fourth heat. He beat Walter De Mara in the heat and in the final took position behind Sherwood. Sherwood gave him a good pull and Cameron took the lead before the bell. Devonovitch had been laying back of Cameron and in the last lap he moved up to give him a fight. Cameron had the pole, however, and that was an advantage. The Russian put up a plucky fight, but he was beaten by a foot, with Teddy Billington and Gordon Walker very close for third and fourth. A bunch of Irish-American "rooters" made Cameron feel like a real hero after winning the first race as a professional.

Cameron wanted to start in the five mile open but there was some argument about it and the race started before it was settled. Devonovitch set the pace until the eighth lap, when Bardgett, evidently with an eye on the $5 mile prize, got in front. The Buffalonian, who is beginning to recover from his reversal in form, grabbed the "meal ticket" eagerly. De Mara set the pace for the most of the second mile, with Hollister on his rear wheel, determined to grab the second mile prize. At two laps from the mile Bardgett sailed around the field. Hollister saw him coming and determined to fight for the five "bucks." It was a pretty match race between Hollister and Bardgett for two laps, but the Salt Lake City sprinter had to let Bardgett take the money. Krebs wanted the third mile prize and likewise the fourth, while Gordon Walker amused himself in between times scoring laps. He was industrious enough to get nine of them before the shift for positions in the final mile began.

The combination began to work in the third lap of the last mile, when Anderson, Fogler and McFarland, in the order named, got to the head of the procession. Menus Bedell held onto McFarland's wheel grimly, despite efforts to dislodge him. Lawson made an effort to get around the combination in the last few laps, but was unsuccessful and "Long Mac" took the lead at two laps to go. Bedell was behind and Fogler on Bedell.

McFarland certainly did get his long legs working and he unwound a pretty sprint that made him invincible, but although Menus Bedell tried to improve his position he could not get in front of the lanky one. Fogler finished two lengths behind Bedell, and Moran was fourth.

Alfred Halstead probably would have won the mile amateur handicap had not Hardy Jackson wobbled so much on the homestretch that the Salt Lake City man could not get through. Halstead was the only scratch man in the final heat and Frank Eifler gave him a friendly pull for two or three las, when Halstead went out and closed the gaps after some hard riding. Halstead got up to within three or four of the front and seemed a likely winner until Jackson wobbled, as stated. Schlee, who seemed to take more chances than may be good for him, caused W. Penn to take a heavy fall at the finish. The race went to John A. Eubank from the 125 yards mark, which R. A. McAvoy, 145 yards, second and Halstead third.

Halstead apparently did not try to win the final heat of the quarter mile open, which had as starters besides himself, Parley Giles, his friend who accompanied him from Salt Lake City; Clarence Carmen and Adam Beyerman. Giles made the quickest start and trailed by Halstead, led all the way. Carmen got third. In the semi-final heats, following the preliminaries, Beyerman and Giles shut out Maurice Vanden Dries and J. B. Hawkins in the first heat while Halstead and Carmen got home in front of Steinert and William Vanden Dries in the second. With all the fastest amateurs out of the running the western visitors should have easy picking until more fast men develop. The summaries:

One-quarter mile open, amateur—Won by Parley Giles, Salt Lake City; second, Alfred Halstead, Sacramento; third, Clarence Carmen, National A. C.; fourth, Adam Beyerman, Mohawk A. C. Time, 0:32⅖.

One-half mile handicap, professional—Won by George G. Cameron, New York (50); second, Theodore Devonovitch, Russia (60); third, Teddy Billington, Newark (35); fourth, Gordon Walker, Australia (50). Time, 0:56⅘.

One mile handicap, amateur—Won by John A. Eubank, Empire City Wheelmen (125); second, R. A. McAvoy, Canarsie W. (145); third, Alfred Halstead, Sacramento (scratch). Time 2:03⅗.

Five miles open, professional— Won by Floyd A. McFarland, San Jose; second, Menus Bedell, Newark; third, Joe Fogler, Brooklyn; fourth, James F. Moran, Chelsea. Time, 10:40⅗. Mile prize winners, Walter A. Bardgett, Buffalo, 2, and Floyd Krebs, Newark, 2.

International match between Frank L. Kramer, America; A. J. Clarke, Australia, and Henri Mayer, Germany—First heat (one-half mile) won by Clarke; second, Kramer; third, Mayer. Time 1:02⅕. Second heat (one mile) won by Kramer; second, Clarke; third, Mayer. Time, 2:38⅖. Final heat won by Clarke; second, Kramer; third, Mayer. Time, 2:42⅖. Classification by points: 1, Clarke, 4 points; 2, Kramer, 5 points; 3, Mayer, 9 points.

"Major" Taylor Back from Europe.

"Major" Taylor arrived in New York City Friday last, 25th inst., on the French liner Provence, after a fairly successful season abroad. Taylor did not stop longer than a half hour in the city, but immediately went to his home in Worcester, where he probably will remain in retirement for some time, unless he rides in the Boston little six days race, as he did last winter.

KRAMER WINS IN LISTLESS MATCH

Clarke Makes Poor Showing at Newark—Fred Hill Overhauls Seasoned Pros—Amateurs in Exciting Contests.

Fred Hill's great riding in the unlimited pursuit at the Newark Velodrome on Sunday last, 26th ult., was the best feature of a card of interesting events, with one exception. The displeasing part of the program was an alleged match race between Champion Frank L. Kramer, of East Orange, and A. J. Clarke, of Australia. As a match race, it was a fizzle; as a funeral march, it was surperb. However, the great riding of Fred Hill upon the occasion of his debut as a professional, as well as that of his vanquisher, N. M. Anderson; the pretty wins of both Iver Lawson and Walter Bardgett in the other professional events, and of Jacob Magin and Adam Beyerman in the amateur races, served to repay the largest crowd of the season for the disappointment they received by not witnessing a real race between Kramer and Clarke.

As Clarke had defeated Kramer only the night before at Madison Square Garden a battle royal between these two king-pins was expected at the Velodrome on Sunday, but nothing of the sort occurred. Clarke held up the management for his car fare back to Salt Lake, which he claimed was due him, and while the matter was being adjusted the spectators had to wait. When Clarke finally got his money and mounted his wheel the crowd looked for a battle, but the funereal tendency crept in and neither man would go off the mark. Kramer finally made Clarke take the lead and then ensued the jockeying. Kramer made his jump in the last lap off the bank into the back stretch. Neither man apparently extended himself and Kramer crossed the tape three-quarters of a length in the lead. The time for the half was 4 minutes.

There was more jockeying in the second heat, at one mile, and Clarke rode the race exactly to Kramer's liking. In the last lap Kramer started to jump and then waited for Clarke to come up to him. Then Kramer really jumped and the Australian never got his front wheel closer than Kramer's hanger. The finish was exactly the same as in the preceding heat—disappointing.

Because there was no teaming in the unlimited pursuit in which N. M. Anderson and Fred Hill starred, the race was the most refreshing bit on the program. The promoters, however, took an unusual manner to select men for the final heat of the pursuit. In nine cases out of ten a crack pursuit rider is not a sprinter; he is a plugger par excellence. Therefore it was unusual to see the men selected for the final grind qualify in scratch heats. Fred Hill made his first appearance, not as a cash-chaser, but as a professional, in the first of the trial heats, and he made good by finishing behind Anderson. Iver Lawson was eliminated when his chain jumped off. Bardgett won the second heat to the tape an eye lash in front of Samuelson. In the third heat De Mara, who is a star at rough riding, tried to butt Menus Bedell off Fogler's wheel, but the latter gave him the elbow and saved himself from a fall. Billington and Williams qualified in the fourth heat. Young Hill started the reaper working in the third lap of the final heat when he tagged Saxon Williams, just before Anderson overhauled and passed Billington. Bardgett scored the next when he tagged Menus Bedell, but he was overtaken by Anderson in the seventh lap. This elimination left Hollister, Hill, Fogler and Anderson on the track and after trailing several lengths behind Hollister for a lap or two Hill got his man. A lap later Hill electrified the crowd when he overhauled and passed Fogler. There were only two riders left at this juncture—Hill and Anderson, the former having a slight advantage, and a superb battle between the pair began at two miles.

Naturally, the crowd was all with young Hill, for he was making a plucky fight against a seasoned veteran. Anderson has hosts of followers, but in this instance the sympathy was handed out in large chunks to the supposedly weaker rider. With the crowd on its feet and "egging" him on Hill plugged resolutely but the superior strength of the masterful Dane finally told and Hill was passed after the first lap on the fifth mile.

Walter Bardgett showed some of his old-time speed in the two miles professional invitation. Lawson had more misfortune when his chain again jumped after riding half the distance, and a second or two later little Mitten hit the boards, but got up and tried to overhaul the field. He was unsuccessful, however, and at the bell the spectators saw Rupprecht pulling Samuelson for the finish. The Mormon "spendthrift" didn't have the speed, for Bardgett made him look foolish, when he aeroplaned by with Hardy Downing in his wake. Bardgett beat Downing by a half wheel, with one and one-half lengths between this pair and the rest of the field. Krebs finished third and Samuelson fourth.

Lawson's glory came in the three mile handicap, with lap money. Predictions were freely made that something would happen to the "Hard Luck Swede," but for once he got by. Downing, Menus Bedell and Bardgett were eliminated in the first mile, and Schlee and Ben Hill quit just before the second. Hollister led at the bell, with Anderson and Lawson in order. On the last turn, after Hollister had dropped back, Fogler tried to shake Lawson off Fogler's wheel, but the Swede refused to be intimidated and just at that instant Anderson swerved a little. Lawson saw his chance and came through on the pole, but he did not go inside the black line. Lawson won by a length from Krebs, with Rupprecht third and Fogler fourth. The Brooklyn exponent of fair play (?) wanted Lawson disqualified, but as the latter did not break any rules the referee would not disqualify him on Fogler's say so.

The final heat of the half-mile handicap for amateurs was a fine race. Edward Siefert, the Vailsburg youngster who has improved wonderfully this season, set the pace and tried to go all the way. Beyerman, however, who had been getting the advantage of Siefert's pace, moved around and looked a winner until Passenger and Schlee uncorked on the turn out of the back stretch. It looked like Schlee then, but Jacob Magin suddenly appeared from nowhere and made a magnificent sprint down the homestretch, defeating Passenger by two inches on the tape. All the leaders were bunched and Henry Vanden Dries had enough sprint to shut Schlee and Beyerman out of the money.

Beyerman's revenge came in the five miles open, which he won by a length, making his bid in the bell lap, after being pulled three laps by Clarence Carmen. Schlee fell on the turn into the back stretch. Courtney Peer got second easily, but there was a neck and neck finish between the next three men—Passenger, Maurice Vanden Dries and Magin, who got the call in the order named. The time was 11:19⅖. The summaries:

One half mile handicap, amateur—Won by Jacob Magin, National T. V. W. (15); second, Joseph Passenger, National T. V. W. (20); third, Henry Vanden Dries, Lakerim A. C. (25). Time, 1:01⅗.

Two miles invitation open, professional—Won by Walter A. Bardgett, Buffalo; second, Hardy K. Downing, San Jose; third, Floyd Krebs, Newark; fourth, W. E. Samuelson, Salt Lake City. Time, 4:25.

Unlimited pursuit, professional—Won by N. M. Anderson, Denmark; second, Fred Hill, Boston; third, Joe Fogler, Brooklyn; fourth, C. L. Hollister Salt Lake City; fifth, Walter Bardgett, Buffalo. Distance, 4 miles 1¾ laps. Time, 9:39⅘.

Three miles handicap, professional—Won by Iver Lawson, Salt Lake City (40); second, Floyd Krebs, Newark (70); third, Edward Rupprecht, Newark (80); fourth, Joe Fogler, Brooklyn (scratch). Time 6:07⅕.

Match between Frank L. Kramer, America and A. J. Clarke, Australia—First heat (one-half mile) won by Kramer. Time, 4:00. Second and final heat (one mile), won by Kramer. Time, 4:11.

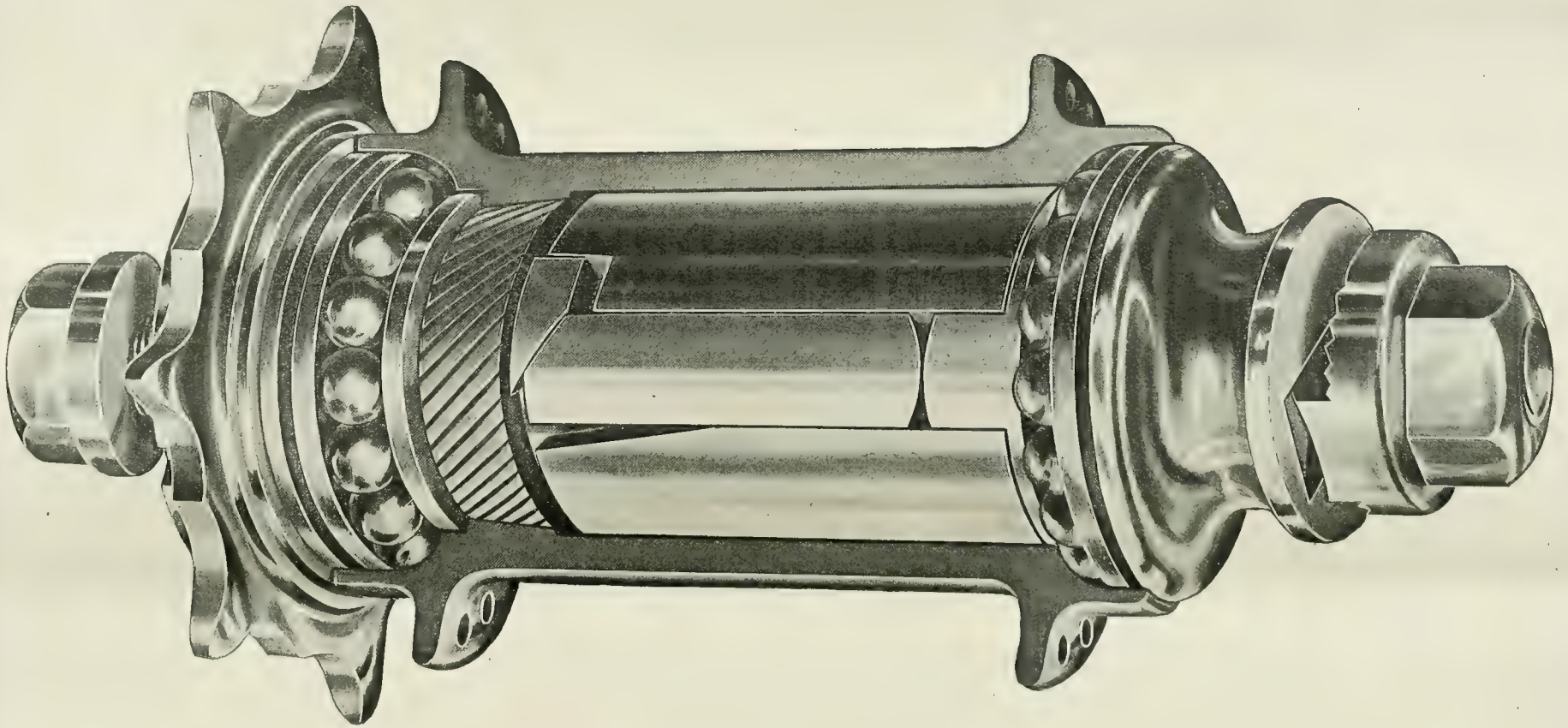
Five miles open, amateur—Won by Adam Beyerman, Mohawk A. C.; second, Courtney Peer, National T. V. W.; third, Joseph Passenger, National T. V. W.; fourth, Maurice Vanden Dries, Lakerim A. C.; fifth, Jacob Magin, National T. V. W. Time, 11:19⅖.

2,770 Miles Without Puncture or Pumping.

Howard H. Langham, of Rotan, Texas, has a tire record that will stand a lot of beating. He writes that the Hartford Thorn tires with which his Crescent bicycle is fitted have been used in the rough country of Texas for 2,770 miles "without a puncture or the use of a pump."

The Eclipse Coaster Brake

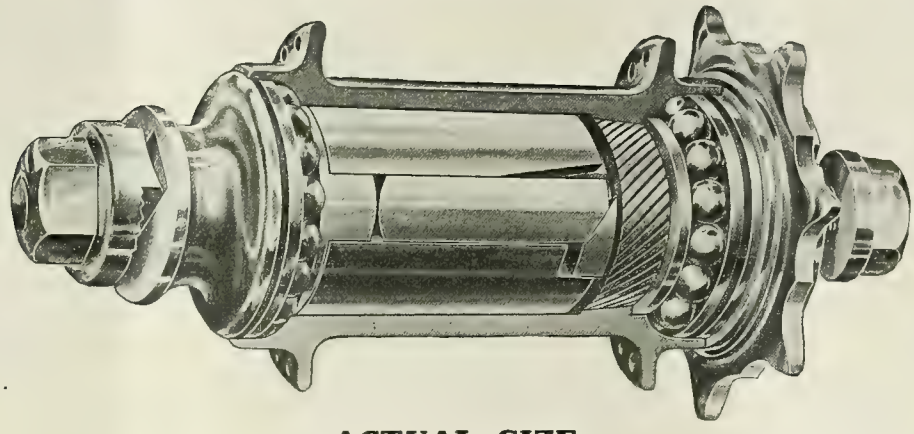
WHICH HAS SET A NEW STANDARD FOR COASTER BRAKES



This is the size it appears to be to competitors

(THE ILLUSTRATION ON THE OPPOSITE PAGE SHOWS ITS ACTUAL SIZE)

ECLIPSE COASTER BRAKE



ACTUAL SIZE.

When we, the pioneers in the industry, assert that in our Eclipse coaster brake,

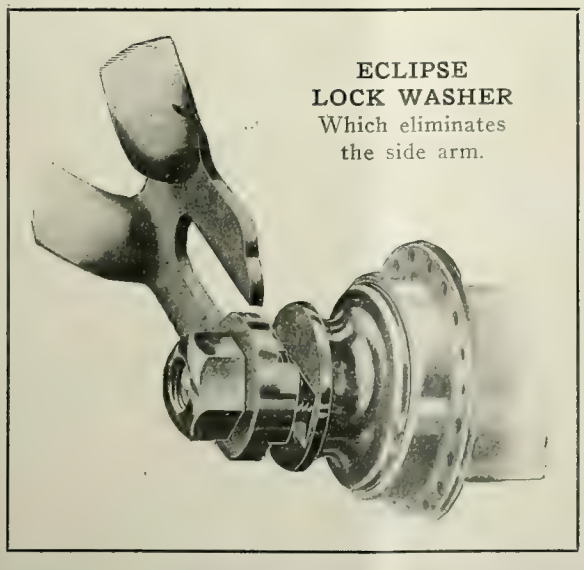
Perfection Has Been Attained

we believe the assertion is entitled to more than ordinary consideration. It represents the concentrated experience which dates from long before any other coaster brake was unthought of.

The Eclipse Coaster Brake

is Much Stronger, Much Lighter, Much Simpler, Much Surer, More Compact, More Eye-pleasing and in every way More Dependable
than anything heretofore offered to the cycling public.

THE SIDEARM IS ELIMINATED



and eliminated in practical and effective fashion, too. It does not depend on the tightness of the axle nut to "prevent things from happening." A lock washer does duty at all times.

THERE IS ABSOLUTELY NOTHING IN THE ECLIPSE CLASS.

Investigation will prove it. Write us.

Eclipse Machine Co., Elmira, N. Y.

TRACK RACING DEAD IN AUSTRALIA

Frame-ups and Official Greed Combine in Killing It—Interest Now Centering on Road Contests.

If reports from Australia are to be believed track racing in the antipodes is practically dead, and it is claimed that the governing League of Victorian Wheelmen has helped to spoil the sport by its greediness, although combinations and frame-ups, which were rampant there, undoubtedly played a part in killing the sport, which until three years ago was in the highest feather.

The saucer track at Melbourne, which was sublet to the Saucer Track Company, by the Prince's Court Company, failed and when the latter company went into bankruptcy it owed the government about $1,250 for rental. The government asked for bidders for the rental of the property and B. J. Gleeson, secretary of the League and a man named Beyer asked for the property. The government would not lease to them, however, the reason given being that it did not approve of the class of people that assembled at the saucer track. The property has now been leased to Wirth brothers, proprietors of a big amusement park, but whether they will hold race meets there next summer, which is our winter, has not been announced.

Road racing in Australia, on the other hand, has received an impetus that suggests that it is in this direction that chief interest in the sport will center in the future. The last road race held on August 8th, under auspices of the Victorian Cycle Traders' Association, attracted nearly 300 entries, with 218 actual starters. t was for 100 miles, from Essenton to Lancefield, and the winner, S. Jenkins, who had 36 minutes handicap, covered the distance in 5 hours 23 minutes 40 seconds.

Fads of the Crack Riders.

When not engaged in the strenuous occupation of grabbing the equivalent of meal tickets and lodging slips through the medium of their sprinting prowess, professional bicycle riders have curious forms of amusement Champion Kramer delights in tinkering with his automobile engine, Saxon Williams Maeterlinck. Edward Rupprecht plays pinochle, while Worthington Longfellow Mitten peruses the farmers' almanacs and seed catalogues. John Bedell and his brother Menus spar with boxing gloves, Floyd Krebs is an expert pool player, and William Long Bowles, "Esq., of the Word," delights in a masterful discussion of Henry James with Floyd McFarland. Hardy Downing is the only bicycle rider who has been known to bowl 300, a perfect score, but Walter Bardgett and A. J. "Rocket' Clarke, frequently have been known to roll as high as 57 apiece, while playing ten-pins with Downing. It wouldn't be fair to forget Teddy Billington; he has his knitting and embroidery.

Surre Mounts "The Giraffe."

When W. J. Surre recently visited Sacramento, Cal., in the interests of the Corbin coaster brake, it goes almost without the saying that he visited F. M. Jones, the Pacific Coast distributor of Racycles. During his interview with Jones, the latter asked the Corbin man how he would like to get up in the world; and, of course, Surre was nothing loath. Jones then ordered one of his men to bring out "the giraffe," and while



Surre was wondering what was in store for him, the workman trundled out the "giraffe" bicycle shown by the accompanying illustration and which Jones had built for advertising purposes. Surre was not then so sure that he cared to go up, but as he could not gracefully back out, he climbed to the top seat of the machine. Jones donned a plug hat to lend "tone' to the occasion and occupied the lower seat; but when he ordered his assistants to cast loose, they say that Surre evinced a marked desire to come down. They finally compromised by having a picture taken at a standstill. Surre declares he never did like motion pictures, anyway.

Poor Pavements Lessen Bicycle Income.

Badly paved streets have cost the city of Dayton, Ohio, not a small sum the past year, in the matter of bicycle licenses alone. Last year 3,150 tags were issued, but this year only 1,000 were disposed of. The falling off was due, it is stated, to the badly paved streets, owners of bicycles refusing to pay. Now that the streets have been improved the city authorities hope to increase the revenue from this source.

"Of all the publications I have subscribed for, the Bicycling World is by far the most interesting."—Lyle Geiger, Braddock, Pa.

RUSSIAN AND AMERICAN MATCHED

Devonovitch and Ben Hill Carded for Unlimited Pursuit Race at Newark—Personality of the "Nihilist."

"Governor Hughes" is to meet Ben Hill in an unlimited pursuit race at the Newark Velodrome to-morrow (Sunday). For fear this extraordinary announcement might cause New York State's chief executive some concern it might be explained that "Governor Hughes" is the nickname some of the Madison Square Garden "fans" applied to Theodoresky Devonovitch, the Russian rider. The Russian rider does not resemble Governor Hughes except in respect of hirsutic appendage, which earned for him in Salt Lake City the title of "Whiskers." Devonovitch's wind ticcklers, incidentally, are not of the feather duster variety. They take the form of a well trimmed vandyke beard.

Although his beard usually creates amusement, the Russian is a good rider, and one of the most singular characters in the game. A typical Russian is Devonovitch, who first saw the red flag of anarchy in the Baltic provinces 35 years ago. From Russia Devonovitch drifted to South Africa, where he first learned to ride a bicycle. When a resident of Johannesburg he joined the Boer army and served as a bicycle courier during the South African war. Prior to that he had worked in the Kimberly diamond mines. After the war he went to Australia and there became acquainted with Iver Lawson, who gave him is first instruction in the racing game. It was at Lawson's suggestion that Devonovitch came to America and rode at Salt Lake City during the past season.

Devonovitch is a quiet, unassuming and likable man. He is well educated and a good linguist, speaking a dozen languages. His English is perfect, but accompanied by the invariable accent. Devonovitch is a revolutionist but not of the malignant kind, and he does not carry bombs around in his pockets as some of the eastern fans imagined, when the Russian first came here some weeks ago..

How a Burglar Prevented Pursuit.

It was a knowing burglar that rifled the Esperanza farmhouse, near Penn Yan, Pa., last week, while the occupants were at work in the vineyard. After taking all the money he could find the burglar cut the tires of a bicycle to prevent pursuit. The police are inclined to believe that he either came on a bicycle or else couldn't ride, and therefore mutilated the machine so that he could make good his escape.

"The A B C of Electricity" will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

BEST OF MOTORCYCLE CLUB HOUSES

Spaciousness and Convenience of the Los Angeles Motorcycle Club's Home—Work of the Ladies' Auxiliary.

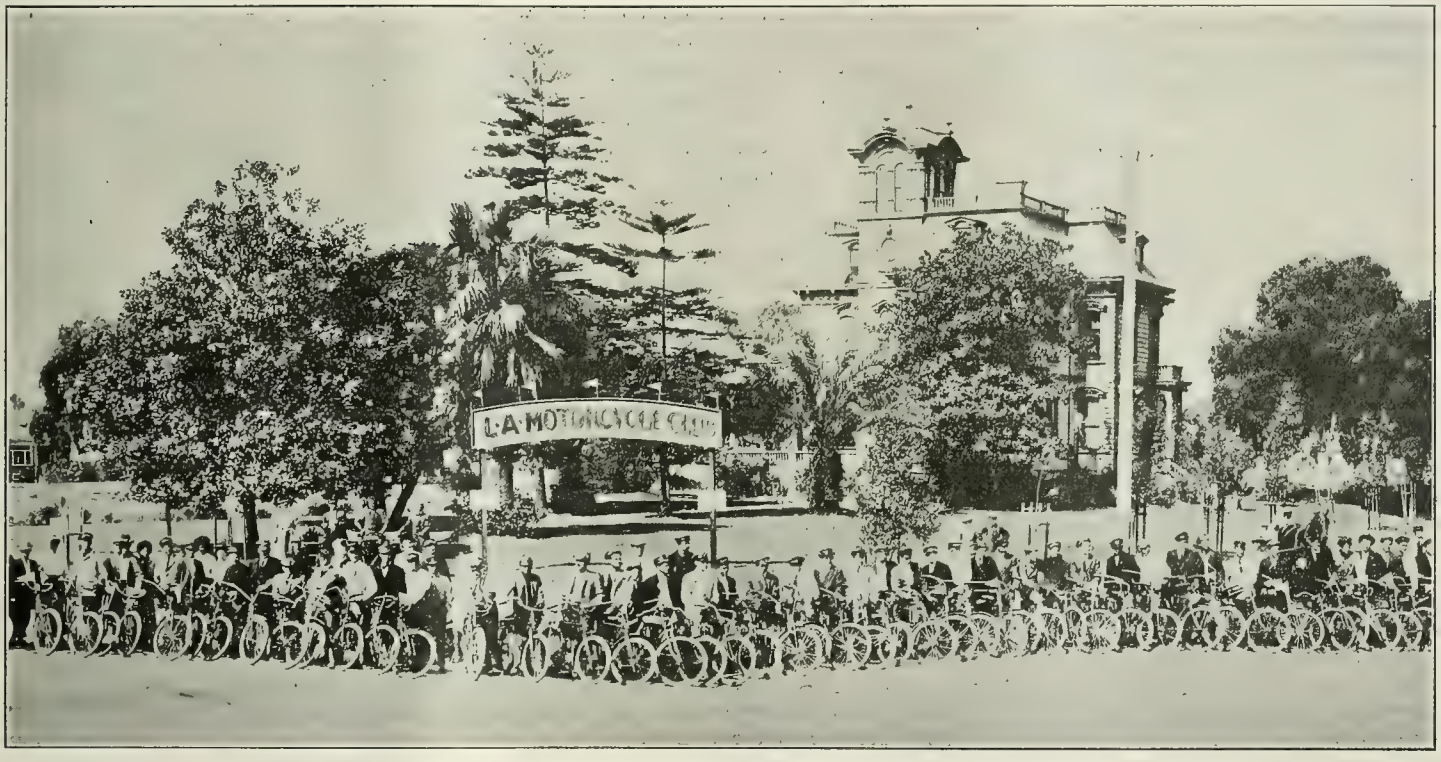
Of the many motorcycle clubs which now exist in this country, it is safe to say that but one, the Los Angeles Motorcycle Club, has a club house worthy of the name. With few exceptions, all of the others, when they have permanent quarters of any sort, occupy merely a room or a suite of rooms which constitute little more than a meeting place.

The California club, however, not only occupies a spacious house, but the house stands in the center of spacious grounds, as the accompanying illustration of it serves to show; and being located in the land of more or less eternal sunshine, the lawn is ever green, the palms and other trees always are in leaf and one flower or another always is in bloom.

The house itself is commodious and impressive. It has three stories and a cupola or "observatory." It has an inviting porch and within are parlors, reception and lounging rooms and upstairs there are three billiard and pool rooms, and a ladies' room and a gymnasium is in prospect. In the rear is a large barn which serves the purpose of a garage. The house is located at 2205 San Pedro street, in the city's residential district.

Good fortune and disregard of superstition assisted the club in securing its home. For a long while before the club leased it, the house had remained vacant. Previously, it had been occupied by a wealthy spiritualist and when he moved out, the stories of spooks and other supernatural life hovered over it. It came to be known as a "haunted house," but when the Los Angeles Motorcycle Club saw a chance to obtain it, it was not dissuaded by fear of ghosts or anything else; and if any of the club members' hair stands on end, it is because they brush it pompadour style and not because anything uncanny caused it to stand up straight.

The house is furnished neatly if not gorgeously and with the profits that accrued from the club's well attended race meet on September 9th, it is expected that a number of additional conveniences will be installed. The grounds are well kept and the whole place is inviting.



THE LOS ANGELES MOTORCYCLE CLUB AND ITS HOME

In the work of upbuilding the organization, the Ladies Auxiliary, which is attached to the club, has played no small part. The "auxiliary's" care and good taste and handiwork is everywhere apparent and the members, most of whom are young, cheerfully acknowledge that the frequent presence of the ladies, both in the club house and on the club runs, has proven of good effect also in keeping rampant spirits in check and in influencing some of the slouchy members to have regard for their personal appearance.

It is unfortunately too true that most motorcycle clubs are lacking in the club interest, spirit and loyalty that marked the earlier bicycle clubs. They lead lackadaisical existences and dry up and blow away from sheer inanition. The interest and spirit all are contained within a relatively few members. The Los Angeles club is easily the most conspicuous exception to the rule. When the membership was 80—it is now well over 100—it was the usual thing for two-thirds or three-fourths of the membership to attend meetings, while the club run that did not attract 35 or 40 members was considered slimly attended. Within the last month, one of the runs attracted a banner turn-out of 88 persons, for there were quite a few ladies in the party. In California, it may be necessary to explain, the ladies do not confine themselves to the front seats of tri-cars; perched upon the saddle of a tandem attachment, they are by no means infrequent sights.

In the Los Angeles club, no man connected with the motorcycle trade is permitted to hold any office whatsoever. Although most of the Los Angeles tradesmen are members of the club this rule has served fairly well to keep the organization free from the trade jealousies which have caused trouble in other clubs.

Wichita Plans Tax for Motorcyclists.

So many motorcycles are now in use in Wichita, Kan., that the city fathers have decided that it is time to begin the mulcting process by classing them with automobiles. Accordingly, an ordinance requiring motorcycles to carry numbers and conform to the speed regulations for automobiles has been presented in the city council. It has been referred to the franchise and ordinance committee.

Motorcyclists Organize Wichita Club.

With nearly fifty enthusiastic switch plug manipulators in attendance the Wichita (Kan.) Motorcycle Club was launched last week. C. D. Andrews was elected president and F. W. Hockaday vice-president.

MUDDLED BY LITTLE WORD "IN"

Clarke and Chapman Disagree Concerning Interpretation of Astounding Contract Meanwhile Rider is Fined $100.

Until the unusual and somewhat amazing contract between J. M. Chapman, now manager of the Newark Velodrome, and A. J. Clarke, the crack Australian rider, in which the interpretation of the meaning of the little word "in" cuts a large figure, is either straightened out or an amicable agreement between them is reached, the racing game is deprived of one of its best riders and the only one in the East who can give Champion Kramer battle. Clarke has been suspended by the National Cycling Association for holding up the management at the velodrome last Sunday and Chairman Kelsey, of the National Cycling Association's board has decreed that the little Australian, who has been getting much the worst of a bad deal since he has been East, must return the $100 he got from the velodrome management last Sunday in addition to paying $100 fine. In view of other infractions that have occurred this season and of which no official cognizance has been taken it is the general opinion that it is piling it rather hard on Clarke.

The squabble has arisen all because Clarke, at McFarland's instigation, on May 14th last, signed a foolish and amazing contract with Chapman, which shows vividly the depths to which the sport had fallen. It calls for "frame-ups," "splitting of purses," and other reprehensible practices, which in better days would have constituted a scandal. By the terms of it Clarke was to receive a certain sum of money for riding during the season, which the contract stated "commences May 30th and finishes in October." It was understood that Clarke was to ride on no track other than Saltair, except with the written consent of Chapman. The last named was to receive all prize money won by Clarke, including that won "in combinations," which "includes all moneys received from other riders." In addition to this astounding provision, the contract requires that Clarke shall not "team up" with other than McFarland, without first obtaining Chapman's written consent, while McFarland is not to receive any part of the prize money" when he "is not in the finals and connot help Clarke. Chapman thus is placed in the position of promoting frame-ups.

When the season at Salt Lake City closed Chapman wanted to bring Clarke to the East, and, so Clarke states, withheld a part of the money due him. Clarke balked and would not leave Salt Lake City until the balance due by the terms of his contract was paid. It was paid and Chapman, Mayer and Clarke came to New York, Chapman soon being installed as manager of the Newark Velodrome.

As no day in October was specified Clarke held the opinion that he was entitled to as much say as to when in October his contract comes to an end as Chapman. Clarke says it should end October 1st, while Chapman maintains that the contract does not expire until the last day of the month.

On Sunday last Chapman arranged a match race between Clarke and Kramer, but did not apprize Clarke of the fact. In fact, the little Australian did not know anything of the race until Kramer told him about it two days before the meet. Chapman had paid Clarke's carfare from Salt Lake City to New York, but he had not given him a return ticket. As it is a long, cold walk from Manhattan to Zion, Clarke thought he was entitled to his transportation back and so he asked Chapman for it two hours before the time for his race with Kramer. Clarke mentioned the fact that his contract would expire this week, and he thought Chapman should give him his carfare, which amounts to nearly $100, first class. Chapman couldn't see it that way, whereupon Clarke told him that unless $100 was forthcoming he would not ride.

When the time came around for the match race Clarke would not ride until he got his carfare back to Salt Lake City. Seventy dollars was collected and given to Referee Kelsey, but Clarke held out for $100 "in his hand," and after some scurrying around it was given to him. Nothing was thought about it until the next day when it was announced that Clarke must return the $100 in addition to paying a fine of the same amount, and that he will stand suspended until it is paid.

It is thought that an arrangement can be consummated whereby Clarke will at least get a fair deal. Doubtless it is discouraging to ride one's head off for nothing, and since he has been in the east Clarke has not received anything for his riding, the money having been collected by Chapman, except Clarke's share in the Madison Square Garden six day race, which has been held up pending an agreement. In addition, Clarke has had to pay his living and training expenses.

Puncture Quickens Thief's Conscience.

Chief of Police Haley, of San Jose, was mildly surprised one day recently when the express wagon drove up to headquarters and left a fine motorcycle. He wasn't sure at first whether some admirer wanted to help him save shoe leather, or whether the board had purchased one without his knowledge. Later, a letter from the Oakland police cleared the mystery. They found it leaning up against a lamp post with a tag tied to the bars, reading: "This wheel belongs in San Jose." The theft is thought to have been the work of two boys who ran away from home and seeing the machine in front of the St. James Hotel, took it and rode to Oakland. On a road to that city they ran over a tack and punctured their conscience, which inspired them to leave the motorcycle in a place where the police would find it.

BEN HILL FURNISHES A SURPRISE

He Captures Mile Handicap at Trenton Meet—MacLean Defeats Wiley, and Derosier Beats Turville.

With most of the leading sprinters in New York City the meet at the Second Regiment Armory, Trenton, N. J., on Saturday night last, 26th ult., did not provide the thrills that were to be had at the first two meets earlier in the week. The medium sized crowd got one thrill in the motor paced race when a tire on Turville's pacing machine burst and caused both Turville and Hugh MacLean to fall. Fortunately neither man was injured and the race was resumed, MacLean winning over Wiley.

Ben Hill surprised the crowd by winning the mile handicap from the 135 yards mark. Root was the scratch man and he never got within speaking distance of the Newarker. Ed. Rupprecht got third and Collins fourth.

Rupprecht turned the trick on Root in the mile open, while Collins slid home for third money. Peter Drobach won the first heat, but McPartland took the next two, thereby winning the match. Summaries:

One mile handicap, professional—First heat won by Alfred Ashurst, Newark (30); second, E. F. Root, Boston (scratch); third, Elmer J. Collins, Lynn (10). Time, 2:09⅖. Second heat won by Ben Hill, Newark (135); second, W E. Samuelson, Salt Lake City (15); third, Edward Rupprecht, Newark (10). Time, 2:06⅖. Final heat won by Hill; second, Root; third, Collins. Time, 2:09⅖.

One mile match, Class B professional—First heat won by Peter Drobach, Boston; second and third heats won by Hugh McPartland, Boston.

Five miles motor paced, professional—Won by Hugh MacLean, Chelsea; second, George Wiley, Syracuse. Time, 8:16.

One mile heat race, professional—First heat won by E. F. Root, Boston; second, Edward Rupprecht, Newark; third, Saxon Williams, Salt Lake City; fourth, W. E. Samuelson, Salt Lake City; fifth, Alfred Ashurst, Newark. Time, 2:16⅗. Second heat won by Edward Rupprecht; second, Elmer J. Collins; third, E. F. Root; fourth, Alfred Ashurst; fifth, W. E. Samuelson. Time, 2:10⅖. Third and final heat won by Rupprecht; second, Root; third, Collins. Time, 2:15⅖.

Three miles motor, professional—Won by Jacob Derosier, Springfield; second, Charles Turville, Philadelphia Time, 4:25.

Toulouse, France, has caught on to the American idea of long distance team racing. On September 12 a 12 hours team race was held, nine teams starting, six of which finished in a tie. In the final sprint Fournous beat "Woody" Hedspeth by a half wheel, thereby winning the race for himself and partner, Marcaillou.

REFEREE FROWNS ON FRAME-UPS

Two Disqualifications Keep Trenton's Six Days Race Clean—Eight Teams Tied as Contest Nears Finish.

Trenton—where they make New Jersey laws and have an inter-State fair each year—is having its first taste of six day racing this week, on the so many hours per night plan, and those Trentonians who have sampled it express themselves as being well pleased. Prince & Eck, track builders, promoters and managers, discovered in Trenton a live bicycle town, and the three sprint meets held on the new ten lap track in the Second Regiment Armory there last week justified their predictions.

Prince & Eck made a mistake, however, when they chose "fair week" for the six day race, although on the surface it would appear that fair week would be the best time to attract crowds. However, just the opposite has been the case, and although the attendance has been fairly good, it has been slimmer than was expected. The reason is that the people who traipse around the fair grounds all day are so tired when night comes that they think only of beds.

Happily the race has been as yet unattended by the disagreableness that marked the recent two hours a night six day race in New York. Although, as said, it was not entered into with any idea of unfairly combining against the other riders. Referee Valentine promptly discouraged frame-ups by taking cognizance of the first indication of it. He promptly disqualified Root when the latter won the final sprint on Monday night, after being "pulled" the greater part of the distance by Hardy Downing, and gave warning to the other riders that he would stand for nothing of the sort. The following night, the promoters decided to save the expense of a referee each night, and Tom Eck, who, they say, wouldn't recognize a frame-up if he himself had framed it, assumed the duties of a referee in addition to his burden as manager for one of the competitors in the race and part promoter. The idea of this struck one of the riders as so ridiculous that he importuned the National Cycling Association to send a referee to Trenton on Wednesday night, so Mr. Valentine went back "on the job."

The race started on Monday night, 28th inst., with eight teams, as follows: Bardgett and Mitten, Cameron and Hill, De Mara and Williams, McFarland and Downing, Mayer and Anderson, Lawson and Vanoni, Hollister and Rupprecht, and Root and Collins.

Walter Bardgett showed the bunch that he has plenty of speed when he started a sprint in the second mile. By exchanging pace the field was able to overhaul him, however, after two or three laps of riding. In the early hours Saxon Williams jumped and gave considerable advantage to De Mara, his partner. De Mara sprinted for a little while, but slowed when he saw the field coming up. The one exciting incident of the evening was after the first hour when Cameron, the new professional, unwound a sprint that brought the spectators to their feet. Cameron had to give up the attempt, however. Henri Mayer took a bad fall in the 38th mile and Anderson had to finish the riding. It was in the last mile that Downing, seeing that the race was going slowly, jumped out in a sprint and Root connected with his rear wheel. Downing slowed and Root finished in front but Referee Valentine immediately disqualified him and the money was given to Walter Bardgett who finished second. Fred Hill finished a few inches behind Bardgett. The added attractions of the evening were a two miles exhibition behind pace by Hugh MacLean in 3.25⅗, and a mile exhibition by Jacob Derosier on a motorcycle. He covered the distance in 1:25⅗. The six day riders covered 47 miles 10 laps in the two hours of riding with all teams even.

It was on Tuesday night that Tom Eck appointed himself the three-in-one of the meet, when he acted as referee, promoter and manager for Anderson, all at the same time. Fortunately the riding was clean and there was no chance for Eck to display his "wisdom." The racing on Tuesday night was not punctuated by any great amount of thrills. Punctures occurred every few minutes and one team used up all its spare tires and had to be off the track for nearly 20 minutes in the last hour. Root started a wild sprint that might have netted his team a lap had not Downing's tire punctured just as the sprinting was wildest. There was no change in the teams except that the mileage was increased to three laps over 93. The final sprint went to Mayer.

MacLean lowered his time for two miles paced by reeling off 20 laps in 3:16, and Jacob Derosier really gave the crowd a thrill when he covered one mile in 1:18⅗.

There were several distinct attempts to gain laps on Wednesday night, but as Referee Valentine had told the riders before the start that any evidences of unlawful team work would result in instant disqualification there was not the slightest semblance of unfairness. All the pickups were clean and the final mile brought a great sprint by Root. Downing, Mitten, Williams, Anderson, Hollister, Collins, Hill and Vanoni began the night's riding for their teams and the first excitement came early.

The riders had been jogging along at a slow pace when suddenly DeMara jumped. He delivered a good lead to Williams, but the Salt Lake City man was unable to hold it. As soon as the field bunched again young Elmer Collins uncorked a cracking sprint and Root picked him up. However unfair he may have ridden a week or two ago Root's sprinting on Wednesday night was really great. He shook the bunch. All the riders changed partners and poor old Mayer was dropped behind so far that Anderson had to come on and make up the distance. Collins relieved Root in the sprint, but he could not maintain it and the field gradually settled down again. It had no sooner done so than Collins punctured and Root had to again take up the running.

The one other attempt to steal a lap was made by George Cameron. The way he flew showed him to be an adept. His partner, Hill, did not make a proper pickup and the referee slowed him down.

Things were quiet from then until the time for the last mile approached. Lawson set the pace for a few laps, with McFarland on his rear wheel. In the fifth lap Mayer moved around and got the lead, only to be passed by Hollister a few seconds later, the last named leading at the bell. The last lap resulted in a surprise. Root was back in the bunch and no one thought he had a chance to get around Mitten, DeMara and Hollister. The former Bostonian surprised the crowd, though, when he blue-streaked around the saucer and passed Holister on the last bank. He won by four lengths with DeMara third and Mitten fourth. In the two hours 46 miles were covered, making the total distance for the three nights 139 miles 4 laps.

Hugh MacLean and Derosier both tried to better their previous performances behind pace, and on a motorcycle, respectively, but neither succeeded. MacLean's two paced miles were covered in 3:19⅘, while Derosier's time for the mile was 1:19⅗—one second slower than on Tuesday evening.

In six day races, both the continuous grind and the more pleasant two hours a night kind, Thursday night is usually the time for the field to be broken up—when the big doings manifest themselves. Contrary to expectations Thursday night at Trenton ended with the original eight teams still tied for the lead. There was intermittent sprinting during the two hours of riding, and once De Mara seemed about to achieve a lap steal, but Williams could not increase the big lead De Mara gave him.

The San Francisco sprinter seems to be rounding into better condition each day and the prediction is made that if he is in at the finish Saturday (to-night) he will give a good account of himself. Bardgett, too, is apparently saving himself for the big sprint. The going was steady during the two hours and in that time 45 miles 7 laps were covered, bringing the total for eight hours to 185 miles 1 lap. A combination cropped out in the final mile sprint and Iver Lawson and Norman Anderson were the offenders. Lawson openly pulled the Dane for the money, with Bardgett and Root also making the sprint. Referee Kelsey continued the good work started by Referee Valentine Monday night and disqualified Anderson before a protest had been made. Bardgett therefore got first money.

Previous to the two hours' grind Hugh MacLean rode two miles behind Charles Turville's motor and covered the distance in 3:17, the last mile being covered in 1:37. Later Jacob Derosier rode his motorcycle ten laps in 1:18⅗.

McFARLAND MEETS HARD LUCK

Has MacLean Safely Beaten in Long Race, When Down Goes His Tire—Another Record for Derosier.

Floyd McFarland has broken with his affinity—Dame Fortune. It all came about last Sunday, 27th inst., at the Clifton Stadium when Dame Fortune publicly snubbed "Long Mac" and transferred her affections to Hugh MacLean, the Chelsea Beau Burmmel and motor paced champion of America. The facts leading up to the quarrel have not been made public. McFarland is more or less of an Adonis and so is MacLean, but it is thought that the Parisian waistcoats and dinky silk handkerchiefs of the latter proved irresistible.

At any rate, Dame Fortune slapped McFarland's rear tire with such force that it went flat in the 14th mile of his 15-miles motor paced race against the prize beauty of Chelsea. Naturally, the elongated Californian was mad clear through, for he was leading at the time by a quarter of a lap and there were only a few more laps to go when the mishap occurred. The race was exciting despite the fickle luck lady's pranks. For the first eight miles McFarland showed just how much power he can get from those long piston rods of his, and at that distance had lapped MacLean all but five yards. For three miles he tried to close the gap, but MacLean staved him off. After that it was fight all the time until McFarland's tire punctured and MacLean had to finish alone.

Peter Drobach, the sturdy young Bostonian who recently was transferred to the professional ranks, showed that he can sprint as well as "plug" if occasion demands. Drobach won the one mile open for Class B professionals from George Cameron by a narrow margin. Edward Lowe got in the money by the skin of his teeth, with Henry Appleton, the "noted East Side sprinter," fourth.

Frank W. Eifler, of the Century Road Club Association, and Fred W. Jones, of Passaic, divided honors in the amateur events. Jones was the runner up to Eifler in the two-thirds mile open, and vice versa in the five miles open. In the latter event Michael Angelo Journey got third, while Al. Halstead, of Sacramento, Cal., occupied that position in the shorter race.

Jacob Derosier broke his own record of 1:02 in motorcycle competition when he covered the first mile of his match against T. M. Samuelson, of Salt Lake City, in the marvelous time of 56⅕ seconds. When he saw that Samuelson was no match for him Derosier slowed and the three miles were covered in 3:28⅖. Turville beat Mitchell at the same distance in 3:23⅖, and Schultz led Ruden over the tape in the slow time of 4:12⅘. The summaries:

Two-thirds mile open, amateur—Won by Frank W. Eifler, C. R. C. A.; second Fred W. Jones, Passaic; third, Alfred Halstead, Sacramento, Cal. Time, 1:27⅕.

One mile open, Class B. professional—Won by Peter Drobach, Boston; second, George Cameron, New York City; third, Edward Lowe, New York City. Time, 2:07⅖.

Fifteen miles, motor paced match, professional—Won by Hugh MacLean, Chelsea, Mass.; second Floyd A. McFarland, San Jose, Cal. Time 23:00⅕.

Five miles open, amateur—Won by Fred W. Jones, Passaic; second, Frank W. Eifler, C. R. C. A.; third, Mike Journay, Nutley. Time, 11:02⅕.

Three miles motorcycle matches—First heat won by Jacob Derosier, Springfield, Mass.; second, T. M. Samuelson, Salt Lake City. Time, 3:28⅖. (Time first mile by Derosier, 0:56⅕, record for competition). Second heat won by Charles Turville, Philadelphia; second, Arthur Mitchel, New Orleans. Time, 3:23⅖. Third heat won by Bob Schultz, Newark; second, Carl Ruden, Boston. Time, 4:12⅘.

Motorcycles Beat Cars up Snake Hill.

When Charles Gustafson, of Springfield, wriggled up Snake Hill, near Pittsfield, Mass., on Saturday last, 26th ult., in the fast time of 1 minute 38⅕ seconds, he eclipsed by many seconds the best time made by the fastest automobile, as usually is the case when automobiles and bicycles meet in hill climbing contests. Gustafson, who, of couse, rode an Indian, won the twin class in the time stated, with F. A. Minkler, on a machine of the same make, second, and Oliver R. Hutchinson (M-M), third. In the free-for-all automobile event—the contest was promoted by the Berkshire Automobile Association—the winner's time was 1:47. Snake Hill was appropriately named for in the incline of 1⅕ miles there were no less than three bad hairpin turns, so that Gustafson's performance really was remarkable. Alfred T. Mason (Curtiss) proved the fastest in the single cylinder class, winning in 2:13. J. A. Finkle (R-S), was second, L. V. Vine (Triumph) third, and Edward David (M-M) fourth.

Big Wind-up of Clifton's Season.

Manager Tom Eck is planning a big wind-up for the season at the Clifton track, which will take place at the meet on Sunday, October 11th. The feature event will be a 25-miles professional motor paced race, with $1,000 purse, which is the largest amount put up for one race on an American track this year. The riders to compete in the event will be Floyd McFarland, Hugh MacLean, George Wiley, James F. Moran and Elmer J. Collins. As the money is to be split five ways, each rider will get something.

Motorcycles to Mix with Trotters.

A five and ten miles motorcycle race will be interspersed with the trotting events on October 8, on the Burke track, adjacent to Washington, D. C. F. A. M. sanction has been applied for.

MOTORCYCLES SAVE THE MEET

But for Their Participation, Frost Would Have Fallen on Pueblo's Affair—Lichtenberger Takes Lion's Share.

Had it not been for the exciting motorcycle races at the advertised "mile a minute and nobody hurt" automobile meet at the fair grounds half mile track at Pueblo, Col., on Saturday last, 26th inst., the frost would have descended heavily upon it. Fortunately the two-wheeled machines furnished lots of excitement and the riding of Ray Lichtenberger, on a Harley-Davidson, who won both the speed races, and also the slow race, besides finishing second in the novelty race, was alone worth the admission fee.

Although he lost the pie in the novelty race Lichtenburger was well satisfied with the results for he won the other three events. In the ten miles handicap, Springer on an R-S was given a handicap of three-quarters lap, while McKenney, on an Indian, and Atterbury, R-S, had leads of two laps. Lichtenberger overhauled and passed Springer in the fifth mile. Three miles from the finish Lichtenberger overcame the other handicaps and won by miles, Springer puncturing in the 16th lap. Atterbury finished three laps behind Lichtenberger, while McKenney was one and one-half laps behind Atterbury.

The same handicaps were allotted in the five miles handicap and again Lichtenberger had no difficulty in winning from Springer. Marcus was third. A slow race for one-eighth mile proved diverting. Lichtenberger won in 55 seconds, the next to the last man to cross the tape being Atterbury. Springer won the pie eating novelty race.

A two miles bicycle race was the most exciting even of the day, for although the messenger boy contestants did not break any speed records they put up a dead heat finish, Clarence Douglas and E. F. Peters tieing for first. In the run-off Peters won by a slight margin. The summaries:

Two miles bicycle open for messenger boys—Dead heat between E. F. Peters and Clarence Dougles; third, Ray Arto. Time, 7:07. In the run-off at one-half mile Peters won in 1:49⅘.

Five miles motorcycle handicap—Won by Ray Lichtenberger, 3¼ Harley-Davidson (scratch); second, B. C. Springer, 3 R-S, (⅜ mile); third, B. S. Marcus, 2¼ R-S (1 mile); fourth, J. Atterbury, 2¼ R-S (1 mile). Time, 8:20⅘.

One-eighth mile slow race—Won by Lichtenberger, Harley-Davidson; second, Atterbury, R-S. Time, 0:55.

One and one-half miles novelty—Won by Springer, R-S; second, Lichtenberger, Harley-Davidson; third, Atterbury, R-S. Time, 3:41⅘.

Ten miles handicap—Won by Lichtenberger, Harley-Davidson (scratch); second, Atterbury, R-S (1 mile); third, H. A. McKenney, Indian, (1 mile). Time, 16:35⅕.

SEELEY WINS CENTURY ROAD RACE

He Jumps Stanley Carmen at Finish of C. R. C. of A. Record Run—Of 46 Starters Only 19 Survive.

"Awake, my soul, stretch every nerve
And press with vigor on;
A heavenly race demands thy zeal,
And an immortal crown."

Thus quoted Alfred H. Seeley, the Century Road Club of America's European peregrinator, about dinner time last Sunday, 27th ult. It might be well to add explanatorily, that once upon a time—that is to say, before he began riding in bicycle races and also antedating his several tours in France—Alfred Hortense Seeley attended Sunday school regularly and invariably used his collection dime to purchase a copy of the Bicycling World and read all about the doings of great cyclists. Alfred thought racing news would interest him more than tracts would illiterate heathen, but that is another matter. This is merely to show that Alfred had not forgotten the hymns of his youth and it was one of these that he sang as he plugged the dusty Merrick road last Sunday. The hymn seemed to give him renewed vigor for he took a new grip on the handle bars, changed the time of the music from funeral to six-eight, and worked the pedals in accompaniment.

Alfred was still singing a little later when he came in sight of Stanley Carman. Together they took up the song and duetted across the tape the leaders in the annual 100 miles race promoted by the Century Road Club of America. It's wonderful what music will do for a tired and drooping spirit. But Alfred rode a great race and he deserves a lot of credit for his consistent performance.

There is only one kick the promoters have to make, for in every respect the record run last Sunday was one of the cleanest road races ever held on Long Island, not a single protest cropping out. They hope that the next time somebody's barn in Hicksville wants to burn it will not be just at the time a race is going on. Forty-six riders started from Valley Stream in the morning and a majority of this number got to Hicksville on the return trip, but just as the riders were going through Hicksville a barn caught on fire and as the homoequines dashed madly down the street pulling the archaic chemical, what must a lot of those fool bicycle riders do but to follow them? And that is why only 19 riders crossed the finish line, take Fred Mommer's word for it.

To say that Seeley rode a good race is equivalent to saying that every man that finished rode well, for it takes grit and stamina to endure 100 miles. And especially little Crook—he isn't despite his name—who rode 70 miles unpaced, and was finally overhauled by Seeley, Carmen, Cummings, Glunz and Rhodes. Likewise Baum, the scratch man, who was left alone after he shook Joe Noe and Surman and LaRossa had to retire on account of punctures. Also the Hausenbauer brothers—George and Charles—who kept together after George overhauled Charles, and put up the most exciting finishing sprint of the day. Nicholas Kind, who swears he isn't related to the Czar, was the only rider glad a puncture put him out of business. Nicholas found a Good Samaritan with an automobile, who brought him back to Valley Stream. It was Nick's first gasolene ride and he thought more of it than he did the prize.

But the best Good Samaritan of all who helped the riders along in the 100 miles ride was Jerome Steinert, the crack track rider. Steinert invested most of his week's salary in a big chunk of beef and cases of lemons, soft goods, grapes and other things that taste good in a hundred mile race. He and his family stood out in front of their house in Hicksville all day and passed out food and drink to every rider than felt the need of refreshment.

The final sprint between Seeley and Carmen, who by the way is a brother of Clarence Carmen, the track rider, was exciting. Seeley let Carmen lead up to within a few rods of the tape when he jumped him and got there first by a little over a length. Seeley, Carmen and Cummings, the first three finishers, rode Pierce bicycles, the winner's being geared to 88 inches. The summary:

Rider and Club.	Min.	H.M.S.
A. H. Seeley, C.R.C. of A.	0:40	5:59:57
Stanley Carmen, Jamaica	0:50	6:09:57⅖
W. Cummings, C. R. C. of A.	0:20	5:50:27
G. Glunz, C. R. C. of A.	0:20	5:50:27⅘
A. E. Rhodes, Empire C W.	0:20	5:58:06
T. Crook, C. R. C. of A.	1:15	6:57:11
J. H. Pike, C. R. C. of A.	0:30	6:14:37
P. J. Baum, Tiger W.	sch	5:44:37⅕
E. W. Drewitz, C. R. C. of A.	0:40	6:35:45
W. Beard, N. Y. City	0:30	6:27:28
E. E. Fraysse, C.R.C. of A.	1:00	7:04:04
C. Hausenbauer, C.R.C. of A.	0:30	6:51:13
G. Hausenbauer, C.R.C. of A.	0:20	6:41:13⅕
Wm. Lory, N. Y. City	0:40	7:09:00
Joe Noe, C. R. C. of A.	sch	6:36:20
F. C. Seebinger, Peerless W.	0:20	6:56:20⅕
C. F. Dusel, C. R. C. of A.	0:20	7:14:00
I. A. Olson, C. R. C A.	0:10	7:05:00
F Fortenbach, C.R.C. of A.	1:00	8:40:00

Vanderstuyft's Brother Develops Speed.

Leon Vanderstuyft, the younger brother of the noted six day rider, who accompanied him to this country last year with the hope of riding in the long grind, has developed into a crack professional pace follower. His last race was at the Spandau track, Berlin, when he rode in fast company with his brother, Arthur Vanderstuyft, Theile, Wills, and Ryser. Arthur Vanderstuyft won, by classification, the three heats, with Theile second and the younger Vanderstuyft third. Ryser was fourth and Wills, the world's hour record holder, last.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

TAYLOR MAKES NEW ROAD RECORD

Crescent Rider Sets Mark for 11 Miles in Baltimore Race—Weber, an Unknown, Captures Place Prize.

Charles C. Weber, of the Carrol Cyclers, a dark horse so far as past performance is concerned, rode away with a racing bicycle on Sunday last, 27th ult., when he finished first in the 11 miles road race promoted by the Crescent Bicycle Club, and held on a course near Baltimore. In winning first time prize Thomas S. Taylor, of the promoting organization, established a new American record for the distance. While his time of 33 minutes 55 seconds is somewhat slower than the record for 12 miles, the race last Sunday was the first at the distance that has been held so the fastest time therefore establishes a record.

In spite of the threatening weather a large crowd turned out to witness the race, and the pedestrians were augmented by large numbers of club members, of which the Monumental City has thousands. The Washington Cycle Club rode over to the course and fraternized with the oyster-eaters later.

The best ride was made by Taylor, who started from the two minute mark. He soon walked away from his division and then began to overhaul the riders on the marks out in front. He finished in fifth position, but his time of 33:55 was the fastest, and as stated, establishes a road record for 11 miles. Denham, of the Washington Cycle Club, got second time prize in addition to second place.

The race was remarkably free from accidents, A. Messineo, of the Washington Cycle Club, and Thomas W. Baker, of the Crescent Bicycle Club, being the only two of more than 50 starters to meet with mishaps. Messineo fell during the second lap and was put out of the running, while Baker also fell, but remounted and finished well up with the leaders. The order of finish was as follows:

		Min. Hdcp.	M. S. Time.
1	C. C. Weber, C. C.	6½	35:50
2	Wm. H. Denham, W. C. C.	3½	34:20
3	Hurburt Collier, C. W.	5½	36:25
4	Louis Lenning, H. W.	4	35:45
5	Thomas W. Baker, C. B. C.	3½	35:20
6	T. S. Taylor, C. B. C.	2	33:55
7	Edw. Allard, C. B. C.	3	35:05
8	Edw. Brown, C. B. C.	8	40:45
9	A. Windsor, W. C. C.	3½	36:20
10	Albert Winterling, C. W.	6½	39:25
11	Chas. O. Reville, C. B. C.	4½	37:45
12	John Wills, C. C.	5½	38:50
13	C. Miranda, W. C. C.	4½	37:52
14	Wm. H. Helfrich, C. C.	3	37:20
15	Chas. Mason, P. W.	7	43:35
16	W. Shaw, W. C. C.	7½	46:15
17	Ira S. Lynch, P. W.	5½	46:10
18	Wm. Ensom, H. W.	6	47:00
19	Louis Seigel, C. W.	8	49:20
20	Frank Mylo, P. W.	7	43:20
	Time Prizes.		
1	Thos. S. Taylor, C. B. C.	2	33:55
2	Wm. H. Denham, W. C. C.	3½	34:20
3	Edw. Allard, C. B. C.	3	35:05
4	Thos. W. Baker, C. B. C.	3½	35:20
5	Louis Lenning, H. W.	4	35:45

To Guard Against Dirty Gasolene.

When replenishing his oil supply at a roadside garage the rider should be particular to see that it is served up to him in a clean measure. There is more wisdom in the advice than at first might appear. Frequently the attendant may bring out a dipper, the sides of which are covered with old and more or less gummy oil. At such times it should be borne in mind that there is no telling how long this lining has been exposed to the dusty atmosphere of the garage floor nor what the receptacle was used for before the oil was put into it. Consequently the oil received may be charged with a few particles of grit or dirt which may be calculated to do considerable harm, even though a strainer be used to clear it. If the measure is clean inside before the oil is put into it, obviously no such doubt can exist.

With the first touch of cold weather, the new motorcyclist often is amazed that his engine should prove so much harder to start. It renders necessary that annual bit of advice to inject a few squirts of gasolene or kerosene into the cylinder and thus loosen the congealed oil which is responsible for the "hard starting."

Simple Means to Straighten Bent Fork.

A simple way of straightening out a pair of front forks which have been bent directly backward by a shock received full on the wheel, is to reverse them, after removing the wheel, and hitch them to the hanger by means of a length of rope or wire, taking care to block the fork sides so that they will not be sprung together by the tension of the cord, which is to be threaded through the axle holes. Afterward a bit of stick may be inserted between the strands of the rope and twisted about until the correct degree of curvature is restored and the damage rectified.

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INDIANS ENGAGE IN ROAD CONTEST

Factory Braves Vanquish Springfield Clubmen in Match Run—Victors Taken Into Camp by Losers and Feasted.

Friendly rivalry between two Indian camps in Springfield, Mass., culminated on the 27th ult. in a match run between teams of ten men each representing respectively the Springfield Motorcycle Club and riders connected with the Indian factory. The route was to Worcester and return, a distance of 102 miles, with three controls, and a hill climb on the long grade at Leicester, the time allowed being six hours, or an average of 17 miles an hour.

Considerable interest attached to the event on account of the personnel of the riders entered. On the club side were "Old Scout" George N. Holden, Bert Barrows and Fred C. Hoyt, all of whom have made their marks in motorcycling. The balance of this team were men qualified for the company they rode in, A. M. Bracket, J. H. Root, J. L. Seidell, M. Kibbe, B. F. Wheldin, W. Kothe, and F. H. Wierman. On the side of the Hendee Mfg. Co. the men were mostly heads of departments who ride for their own pleasure, R. W. Ellington, superintendent; F. J. Weschler, sales manager; A. G. Gruendler, H. H. Chapin, H. B. Lake, Wm. Shields, Charles Gustafson, Jr., J. H. Hoffman, Charles Erickson and Charles Spencer. The competition was keen, and while several men fell by the wayside, and others had their troubles on the hill, all managed to show up later in the day at the dinner, at which the Indian factory team was the guest of the losers, the Club team, the former having won by a handsome majority in spite of the aggregation of talent opposed to it. It is hardly necessary to add that all the contestants rode Indians.

Oscar Hedstrom put his car at the disposal of the checkers, and assisted at the hill in Leicester; and as the car brought in the checkers quickly on the expiration of the time limit it was possible to announce the result with unusual promptness. While the question of supremacy is theoretically settled, practically it is wider open than ever, and enough challenges are in preparation to keep the riding community busy until snow flies.

Coincidences in Race Track Tragedies.

In the tragic accident and death of Schwarzer, a prominent German pacemaker, at the Duseldorf track, Germany, on Sunday, 30th ult., is revealed a curious coincidence. It is that in the six deaths within the past few years the three pacemakers that have met death by accident have been pacemakers of the three riders who also crossed the great beyond by an untimely end. Several years ago George Leander, the American rider, met death while following pace. This year Cissac, who was Leander's pacemaker, met death in an accident while racing behind the big motors, and Schmitter, the German rider, was killed while following pace about three years ago and last year Peguy, his pacemaker, followed him in death by accident received on the track. Louis Mettling, the American, met death indirectly through an accident; now Schwarzer, his old pacemaker, has gone. The accident in which Schwarzer was killed occurred in a race at the Dusseldorf track. He was pacing Ryser, the world's champion, when both men fell. Schwarzer received a fractured skull and did not recover consciousness after being taken to the hospital, while Ryser escaped with some bad bruises. The unfortunate pace maker was 27 years old.



Chicago Cyclists Must Pay Wheel Tax.

Besides its "jungle," wind and other disagreeable things Chicago has a wheel tax, which mulcts so much per year from users of wheels of any kind except the invisible type in the heads of city officials. Its principal excuse for existing on the statute books is that it brings in a lot of revenue from automobilists, but now comes the news that bicycle and motorcycle riders are to be mulcted, Judge Honore, having so ruled. Not long ago one of the Windy City's automobile clubs brought suit to have the ordinance declared unconstitutional, but it lost out in the courts.

Pope Men Again on Bicycles.

Something akin to the old time run left the Pope Mfg. Co.'s Hartford factory on Saturday afternoon last. Most of the office force, including the department heads, got out their bicycles and in company rote to Farmingdale, Conn., where they engaged in a game of baseball and sat down to dinner together. H. A. Leinhard, manager of the foreign department, umpired the game and escaped with his life.

HELLMICH ARRIVES AT SALT LAKE

Around-the-World Cyclist Completes One Long Stretch of His Journey—Twice Deserted by Companions.

Robert Hellmich, the German young man who is traveling around the world on a bicycle, has arrived in Salt Lake City, after seven weeks on the road from New York City. Hellmich had a companion when he left New York, but lost him somewhere between this city and Chicago. At the latter place he struck up an acquaintance with Henry Fisher and George Wildau, who were so pleased with the idea of the trip that they accompanied the young German. They decided the journey would be too strenuous and turned back to the Windy City. Hellmich claims he will get $2,500 if he reaches Paris within 15 months from the start in July, and as he seems to have money and is not practicing the petty graft system adopted by many would be "around-the-worldists," it is thought that the manufacturers of the German bicycle he rides are financing the adventure. Hellmich says he will follow the route taken by the circumundane automobilists last winter, riding up the coast from San Francisco to Seattle and there embarking for Asia. From Yokohoma he will go through a part of China, Siberia, Rusia and Germany to the Parisian capital. Hellmich told the Salt Lake reporters that so far he has excellent luck and is ahead of his schedule, but he expressed the opinion that American roads could be improved.

Juvenile Thief's Quick Methods.

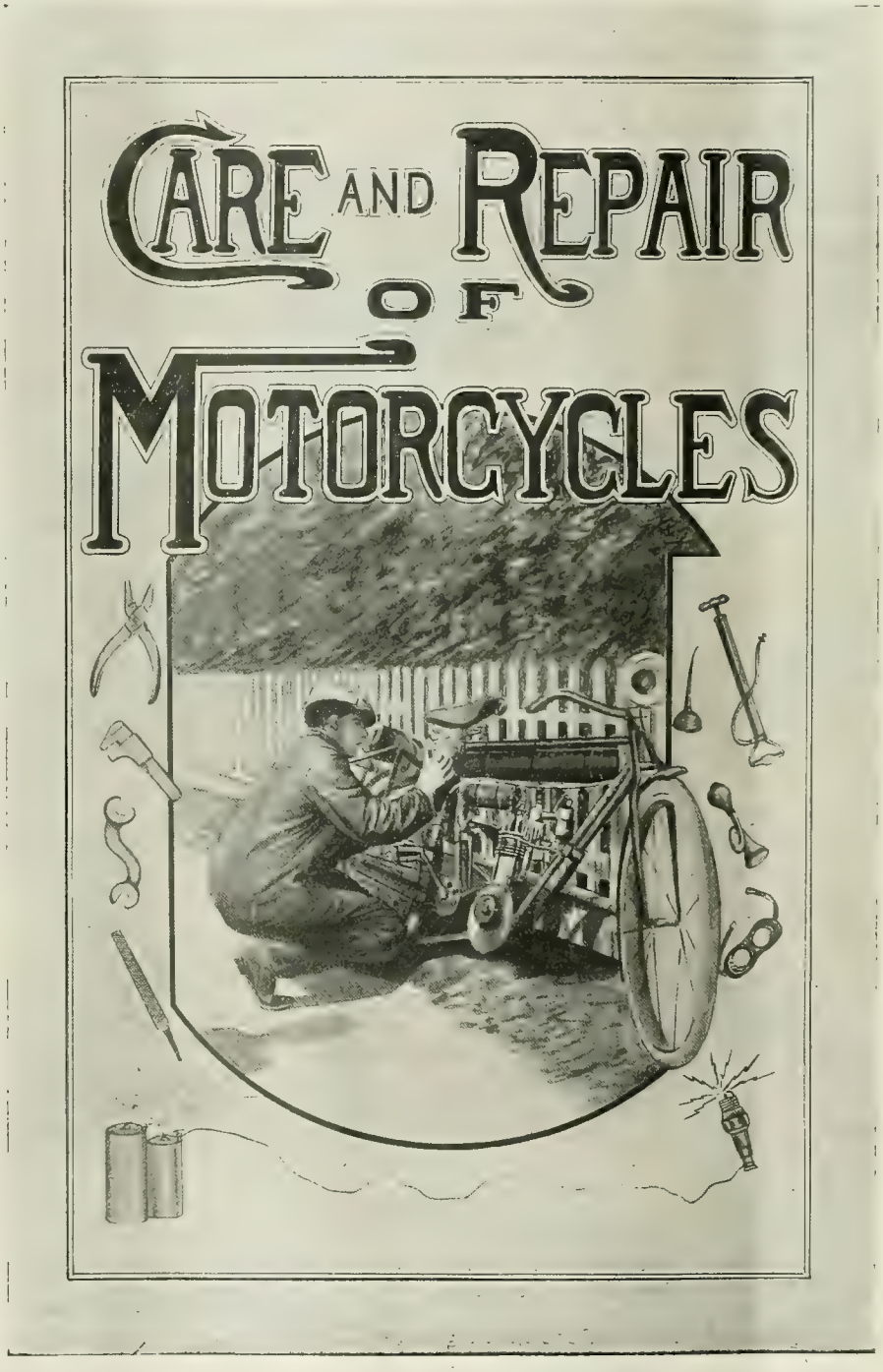
Quick sales and small profits was the business rule of 15-year-old Henry Nunn until the Newark (N. J.) police rounded him up last week on the charge of knowing something about the thefts of many bicycles that have occurred there within the past few weeks. At first the boy protested his innocence, then later broke down and confessed. He said that when he saw a bicycle standing outside a building he would jump on it, ride to where a number of men or boys were congregated and dispose of it for as much as he coud get from the crowd. Bargain prices prevailed, the consideration the boy received usually being from 25 to 50 cents.

"Fowl" Treatment for Philanthropic Effort.

It is not well for motorcyclists to sympathize too deeply with the woe best automobiling element. At Valley Park, Mo., a nearby resort to St. Louis, deputy sheriff recently set a speed trap for automobiles and when they discovered a motorcyclist signalling a warning to an approaching automobilist they promptly nabbed him and for the sake of convenience confined him for the rest of the day in an accommodating farmer's chicken coop.

Don't Borrow Trouble

but it is wise to be so prepared as to be able to
MEET IT MORE THAN HALF WAY
when it does come.



THAT'S THE BOOK

that will enable every motorcyclist to look trouble in the eye without blinking. It sells for 25 cents and the rider who has not yet obtained a copy hasn't done "the right thing for himself."

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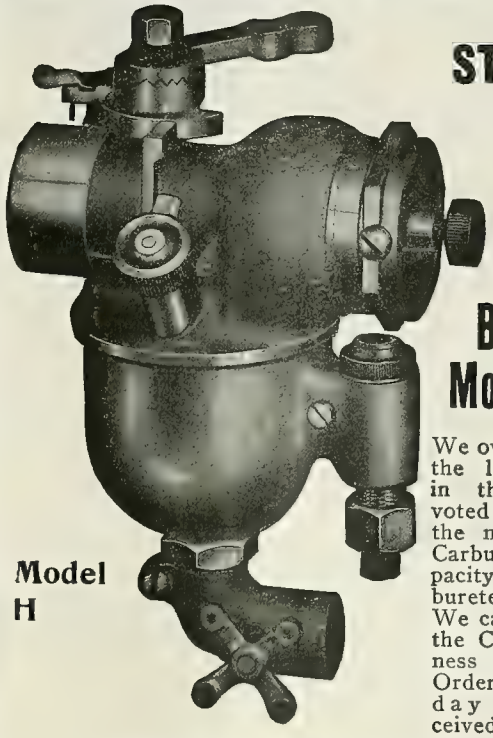
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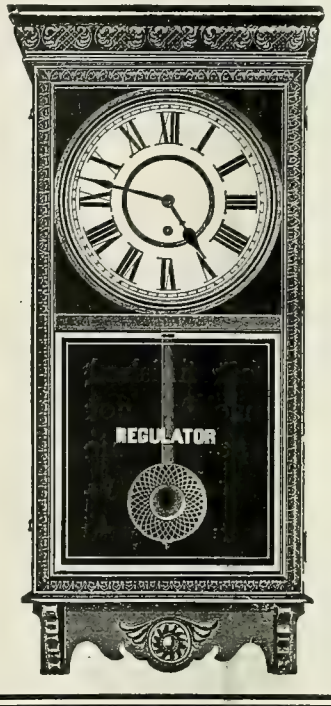
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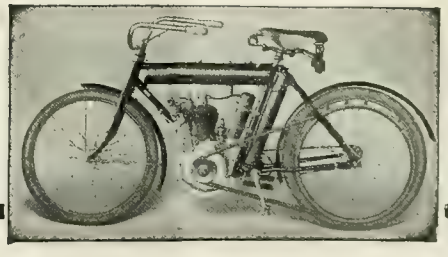
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IVER JOHNSON TRUSS BRIDGE — Trust the Truss — TRUSS BRIDGE BICYCLE

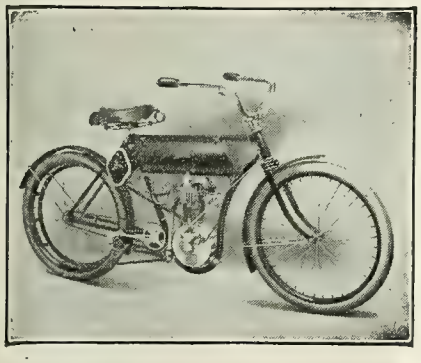
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Model B patent drop forged wrench is the proper tool for your motorcycle. Ask your jobber.

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The Week's Patents.

894,516. Transmission Gearing and Brae Mechanism. Hyla F. Maynes, Gaines, Pa. Filed Aug. 22, 1907. Serial No. 389,680.

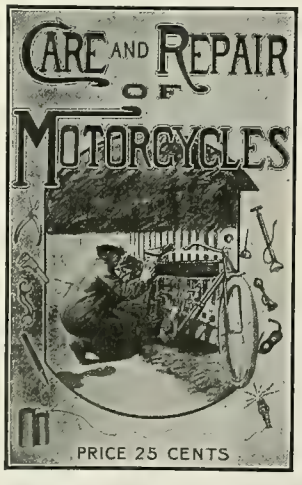
1. In mechanism of the class described, the combination with two-speed mechanism, a power transmitting element, a brake, and a brake operating element intermediate the brake and the power transmitting element, of means for controlling the two-speed mechanism, to bring about changes in the speed of drive, by manipulation of the brake operating element.

894,724. Motorcycle. Camille Contai, Levallois-Perret, France. Filed March 30, 1906. Serial No. 308,930.

1. In combination with a motorcycle having at the front thereof a support for a load to be carried, of a box provided with compartments and mounted immediately behind said support and adapted to inclose the accessories of the motorcycle.

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is measured by dollars not cents.

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25 Cents

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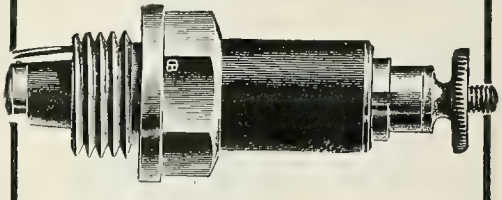
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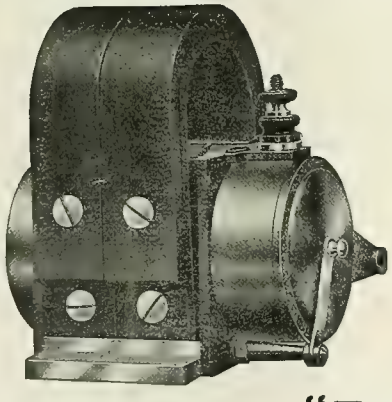
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That Suggestive Question,

WHY IS THE
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MERKEL
THE ONLY MOTORCYCLE

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The Denver Rubber Tire Works, writing us to rush an order, says:

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The rim side of the Pathfinder is pebbled so as to give the rim cement a tight grip and thus prevent creeping.

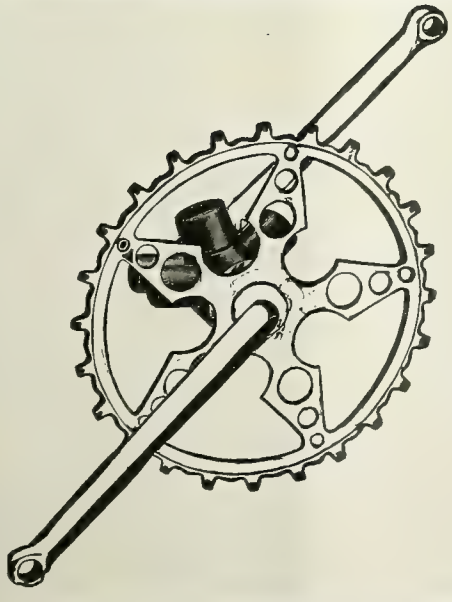
Many bicycle tires cannot be repaired. The end is in sight when they begin to break. But you can repair Goodyear Tires. This is another feature that makes them exceedingly popular.

No wonder our special Pathfinder Tire proposition is making money for agents. If we are not represented in your town this is a chance for you.

Write us today. Ask for a sample section of the Pathfinder and see for yourself what it is. The Pathfinder is made in sizes 28x1¼, 28x1⅜, 28x1½, 28x1⅝. Address

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THERE IS NO
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when they are called for by his trade. Call for it!

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Empire Tires
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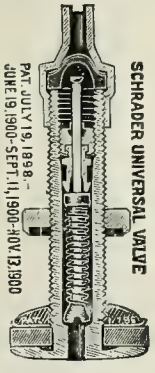
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SCHRADER UNIVERSAL VALVE

(Trade Mark, registered April 30, 1895.)



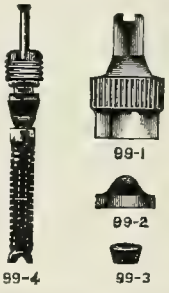
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QUOTATIONS ON REQUEST

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IF A CARBURETER that assures the right mixture at the right time in the right way is of interest to you, you'll be interested in the

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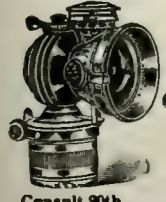
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0 to 30 Amperes
Indicates in either direction of current.
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Ask for Catalogue of Bicycle and Motorcycle Parts and Sundries. We want every dealer to have our Monthly Bargain Book. Write us.
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SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.

The Secret of the Success of

Defender Special



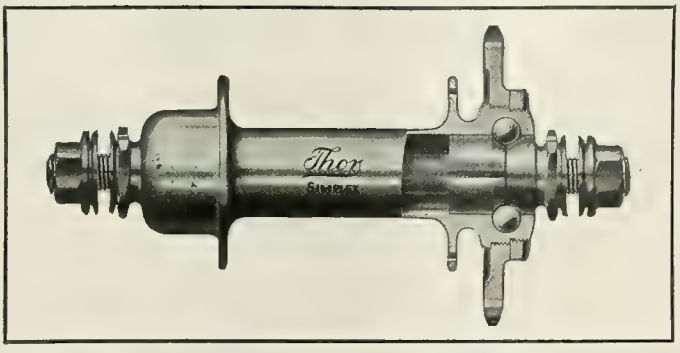
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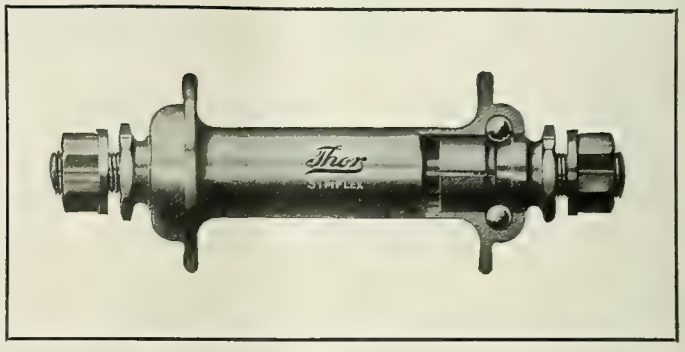
rests not only in our having made good tires but in maintaining the same irreproachable quality year after year. Adherance to that policy has served not only to increase our own business each season but to increase the business of all who handle our tires. Are you one of the number?

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You'll Like Them**





Mr. Bicycle Dealer:—Give your customer the best bearings in his hubs—those that will stand up and run easiest—you will satisfy him. Demand *Thor* hubs on the bicycles you get from your **manufacturers** or **jobber.** You have a right to demand **satisfaction for your customers.**

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AJAX TIRES

are great tires.

AJAX-GRIEB RUBBER COMPANY

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Factories—TRENTON, N. J.

1909 POPE 1909

BICYCLES

THE 1909 Pope Bicycles, full particulars of which will be announced shortly, will be a revelation to the trade. Never before have we offered such splendid lines of machines. Each line has been gone over from the ground up and the result will be a surprise to those not on the inside.

The experience of thirty years and that of our large force of traveling men who know so well the requirements of their trade, together with the facilities of the largest and finest bicycle factory in the world, have been utilized to the fullest extent in the construction and equipment of these new models.

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The sale of Pope bicycles will be carried on aggressively and the efforts of our dealers be supplemented by the finest kind of office and factory service. We shall be glad to send particulars to dealers in unoccupied territory.

Columbia
Tribune
Cleveland
Fay Juvenile

BICYCLE DEPARTMENT

Pope Manufacturing Co.

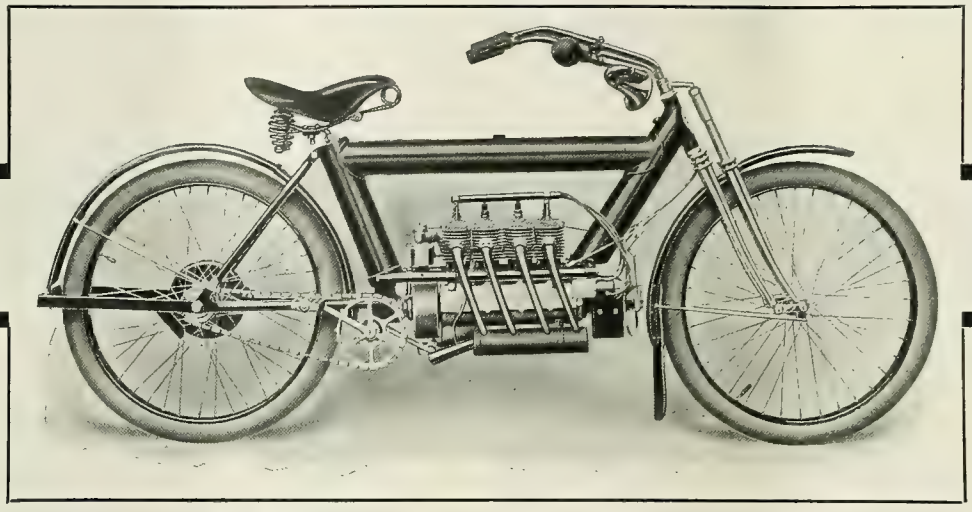
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A LIMITED OUTPUT OF THE

PIERCE VIBRATIONLESS MOTORCYCLE

is offered the trade for 1909.



Six H. P.
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Shaft Drive

Friction Clutch
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Grip Control

Write for information.
An ideal agency combination is

PIERCE BICYCLES
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We want responsible contract agencies for both lines.

The Pierce Cycle Company, Buffalo, N. Y. ☐ DENVER OAKLAND

"SUCCESS"

Time and money is well spent when good results are obtained. This fact has been proven with the

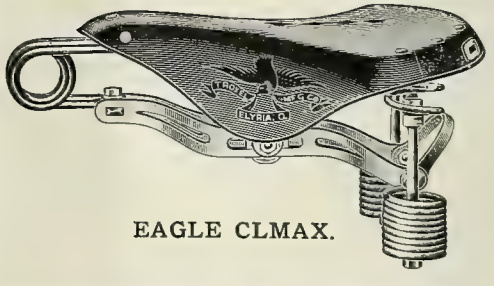
Troxel Eagle Suspension Motorcycle



EAGLE LEADER.

—AND—

Bicycle Saddles



EAGLE CLMAX.

The remarks "Just what we have been looking for" and "Why havn't you made this before" are made by everyone who has seen and tested our imported saddle tops.

MR. DEALER:—Have you seen them? If not, ask your jobber to send you samples. The large orders received for these goods certainly speaks well for the quality and price.

Write for our forty page catalog fully describing our entire line.

THE TROXEL MFG. CO., Elyria, Ohio

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the true meaning of comfort until he has actually tried the

1909 MESINGER CAVALRY-TYPE SADDLE

It is the proper shape for a motorcycle saddle, and as

The Mesinger Hinged Joint

on the front spring prevents breakage of that spring, and adds elasticity to it, eliminating one weakness of motorcycle saddles, so does

The Mesinger Shock Absorber

as applied to the rear springs, and which prevents sideplay and checks the rebound and thereby prevents breakage and increases comfort, remove all other weaknesses. These features place

Mesinger Motorcycle Saddles for 1909 In a Class By Themselves.

The hinged front spring, the shock absorber, the tilting clamp, the locknut permitting saddle to be adjusted to any weight of rider and the Cavalry shape ALL are ORIGINAL Mesinger creations.

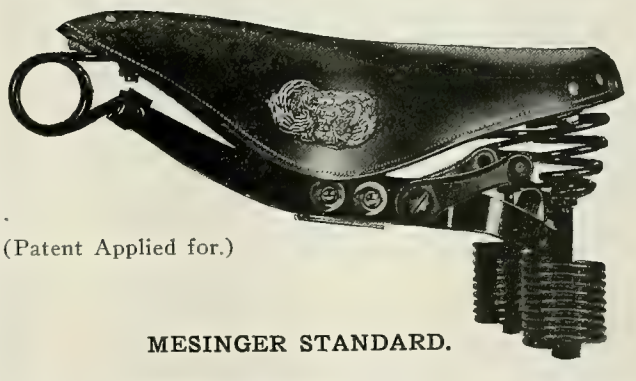


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Made in five sizes:

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No. 2—14 in. long by 10½ in. wide.
No. 3—15 in. long by 11 in. wide.
No. 4—13½ in. long by 14 in. wide.
No. 5—13½ in. long by 16 in. wide.



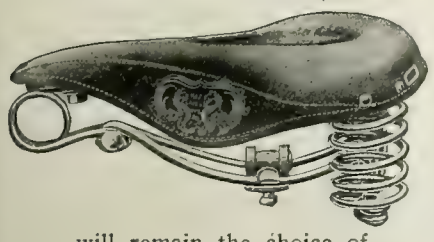
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Made in four sizes:

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For use on Bicycles, the
MESINGER MODEL U



will remain the choice of knowing riders.

Mesinger saddles cost no more than the ordinary kinds. Specify them when you order your new mount.

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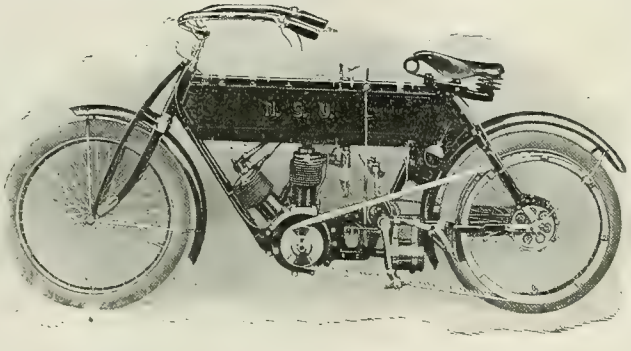
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N.S.U.

THE BURNING QUESTION

The market is flooded with so many motorcycles that the prospective buyer is at sea to select his mount. Let him, however, notice the finish and design, and consider the standing and experience of the manufacturer and he will do as over 14,000 have safely done,

Select the N. S. U.



6 h.p. Touring Model.

THE N.S.U. is built of the highest grade materials obtainable. It is a combination of strength, accuracy, reliability, simplicity, speed and power. Every energy we possess is bent on making the N. S. U. the best of all motorcycles and that we are succeeding and have succeeded is attested by its thousands of enthusiastic users.

THERE **IS** NO BETTER.

N. S. U. MOTOR COMPANY
206 West 76th Street, New York City

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ITS SOLUTION

HAVE YOU NOTICED?

¶ In every big event that tries the reliability, power and speed of fully equipped motorcycles, the

Excelsior WINS

¶ In the Chicago Motorcycle Club Reliability Run from Chicago to Kokomo and return, 415 miles in two days. In a field of 18 starters

3 were Excelsiors
EIGHT FINISHED
3 were Excelsiors

and all with perfect scores.

¶ Thus is proven the quality of the Excelsior stock machine, exactly as it is delivered to every customer without special preparation or equipment.

¶ No Excelsior is better than any other, but all are better than any other make.

¶ Our catalogue M. C. 20 tells you why. Write for it.

EXCELSIOR SUPPLY CO.

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Established 1876

Coasting's Exhilaration
need not be marred by mechanical complications—

Forward Pedaling
need never be hampered by a dragging friction in the coaster brake—

Braking Action
need never be too binding or abrupt in application—

Your Coaster Brake Itself
need not be an intricate box of tricks, instead of a single, strong, efficient mechanism—

BECAUSE YOU CAN BUY THE



The Atherton Coaster Brake abolishes all the numerous delicate parts common to the so-called "old line" coaster hubs. It is as frictionless as a solid hub in forward pedaling or free coasting, but powerful in braking action to just the degree you may want.

For Sale by Leading Jobbers and Dealers Everywhere

D. P. Harris Hardware Company

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Always Better Than The Rest

The 1909

RACYCLES

are better than ever. The changes and improvements that we have adopted for these wonderful machines make them more valuable than ever to Racycle agents. We are ready with full particulars, both as to construction and 1909 prices, and will be glad to correspond with any and all dealers regarding the agency.

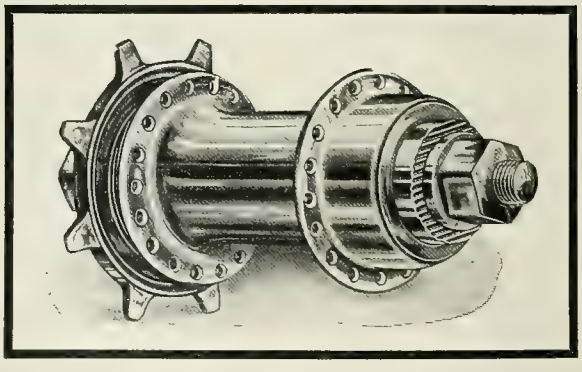
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THE MIAMI CYCLE AND MFG. CO., Middletown, Ohio

F. M. JONES, Pacific Coast Representative, Sacramento, Calif. ELYEA-ANSTELL CO., Southern Distributors, Atlanta, Ga.

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Lightest in Weight
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Its first year on the market has proved it, beyond any question, to be mechanically perfect. We have hundreds of letters, from riders and dealers, proclaiming it the most satisfactory coaster brake ever made

It is easy to sell bicycles equipped with Musselman Brakes.
Be sure to specify "Musselman" for your coaster brake equipment.

For sale by all leading jobbers. Write for free descriptive circulars and 1909 prices.

THE MIAMI CYCLE AND MFG. COMPANY, Middletown, Ohio

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVIII | New York, U. S. A. Saturday, October 10, 1908 | No. 3

MOTORCYCLE SHOWS IN TWO CITIES

Allotment Made of Space at the Garden Automobile Show—Chicago Management Also Takes Action.

Allotment of space in the motorcycle section for the forthcoming automobile show, which is to be held at Madison Square Garden, New York City, January 16-23, was made on Tuesday of this week, but the positions given the applicant will not be made known until all acceptances are in hand. The number of applications received, however, rather surprised the management, and in order to find room for as many exhibits as possible on the main aisle of the section, it is understood that it was necessary to pare the spaces asked for by several applicants. Fully 3,500 square feet have been contracted for, which is an increase of more than 50 per cent. over last year. Those who were alloted space are as follows:

Aurora Automotic Machinery Co., Hendee Mfg. Co., American Motor Co., Light Mfg. & Foundry Co., Auto-Bi Co., Consolidated Mfg. Co., Excelsior Supply Co., Thiem Mfg. Co., Merkel Motor Co., Harley-Davidson Motor Co., Pierce Cycle Co., Reading Standard Co., N. S. U. Motor Co., Ovington Motor Co., Walton Motor Co., F. A. Baker & Co., Motor Car Equipment Co., Eclipse Machine Co., and H. & F. Mesinger.

The management of the Chicago automobile show, February 6-13, also took action this week in respect to the location of the motorcycle section, regarding which some doubt existed. Reports stated that the motorcycle exhibits were to be relegated to the rather out of the way basement, but this proved not the case. They will occupy the same place on the second floor of the Coliseum Annex which they previously occupied, and which is a most desirable location. Thirty spaces have been reserved for the exhibits. Those who have applied for positions are as follows: Hendee Mfg. Co., Aurora Automatic Machinery Co., Thiem Mfg. Co., Wagner Motorcycle Co., Armac Motor Co., Auto-Bi Co., Reading Standard Co., Consolidated Mfg. Co., Merkel Motor Co., Harley-Davidson Motor Co., Light Mfg. & Foundry Co., American Motor Co., New Era Gas Engine Co., Excelsior Supply Co., Ovington Motor Co., N. S. U. Motor Co., and Magnet Motor Co.

Brandt Reports Satisfactory Trip.

J. W. Brandt, secretary of the Troxel Mfg. Co., Elyria, Ohio, has returned from his trip to the Pacific Coast during which he called on every jobber in the western territory. He reports that the jobbers' acquaintance with the new Troxel saddles with their imported leather tops resulted in the booking of a volume of orders exceeding the company's expectations.

Diamond's New Store and New Manager.

E. P. Weber has been appointed manager of the Diamond Rubber Co.'s Boston branch. He succeeds W. P. Cronin, who has been attached to the home office in the capacity of special traveler. The Diamond branch in Boston, by the way, is just being removed to the imposing glass front store in the Pope building, 223 Columbus avenue.

Edwards Returns to Hartford Rubber.

Teddy Edwards has returned to his old love, the Hartford Rubber Works Co., and will again "cover territory" in its interests. Although many of the present generation do not know it, Edwards once partly "set the world afire" by attempting to ride a bicycle a century per day each day in a year. Before completing his undertaking his physician compelled him to desist.

Peck Moves into a New Store.

After many years spent in the Pope building, 223 Columbus avenue, Boston, first as a Pope lieutenant, and latterly as the Pope agent, A. D. (Lon) Peck just has removed to another store. He is now located at 178 Columbus avenue.

NEW MODELS PROMISE SURPRISES

Coming Motorcycle Shows to Reveal Several New Departures—Expected Broadening of Well Known Lines.

Advance reports which are current regarding the 1909 motorcycles which will be disclosed for the first time at the Madison Square Garden show in January next, indicate that several very large surprises are in store.

It is a foregone conclusion that twin models will dominate the show and that several advanced developments of that type will make their appearance; it likewise is fairly certain that the magneto will be found to be the standard equipment of several machines. But of all the prospective surprises, none is likely to prove greater than several new models which will be added to at least three of the best known chain driven motorcycles. It is pretty well authenticated that while the three manufacturers of the machines in question will continue their established models with chain transmission and with their familiar frame lines, they will add to their respective lines by presenting one or more new models incorporating not only new frame lines, but belt transmissi[illegible]

"We mean to be in position to supply the public with whatever it may call for," is the significant remark attributed to one of the three manufacturers referred to. Whether this implies more than supplying chain or belt transmission, as purchasers may desire, is an interesting speculation which only time and the show will settle.

Goodyear Building Big Addition.

The Goodyear Tire & Rubber Co. has broken ground for a five-story, 80 by 300 feet addition to its plant at Akron, Ohio. It is expected that the building lill be completed by January 1st.

SHOCK ABSORBERS FOR SADDLES

Ingenious Application of the Idea in Mesinger's New Models—Other Distinctive Features Also Employed.

What is easily the most novel and ingenious innovation to be incorporated in motorcycle saddles since their first appearance is the shock absorber which constitutes a striking feature of the 1909 product of the H. & F. Mesinger Mfg. Co., New York.

The device, for which a patent is pending, is substantially a miniature relative of the shock absorbers applied to automobiles



MESINGER MOTORCYCLE SADDLE, SHOWING SHOCK ABSORBER

and serves practically the same purposes. It consists of two small levers hinged to the side plates and the rear guides of the saddle, being secured thereto by a bolt and fibre washers, the nuts on the bolt being ingeniously made to serve as locknuts by the threading of the bolt hole in the sideplate, this arrangement not only keeping the nuts secure, but in connection with the fiber washers permitting the shock absorber to be adjusted for any weight of rider. The shock absorber of course performs its mission in conjunction with the barrel-type and the compression springs constituting the rear suspension of the saddle. The absorber checks the rebound of these springs which causes the heavy jolts that so disturb the rider's comfort and also prevent the sidesway which is responsible for the breakage of so many springs.

The device is applied to both the Mesinger cavalry saddle and the standard or hammock-type model, the former of which is a distinctively Mesinger product and the one which the makers recommend as affording the very acme of comfort. It has a top of the dished pattern, similar to that handed down through generations of equestrian usage. Both models are now being made in a veriety of sizes, the short, wide patterns minus the horn or pommel, as shown by the accompanying illustration, being the very latest additions to the line.

The tilting clamp is another new feature which serves a double purpose: It not only permits the saddle to be tilted, but it also secures the saddle to the seat post and in addition is fitted with sidebolts which are easily accessible. Incidentally, all bolts used on the saddles are center punched, thus preventing the nuts from working loose or falling off. It also goes without saying that the use of hinged front springs—another distinctive Mesinger feature—is continued in the 1909 saddles.

Clearing a Choked Carburetter Jet.

As has frequently been suggested, it is possible occasionally to remove the clogging obstacle from a choked carburetter jet merely by speeding or racing the engine. When the clogging is sufficient to cause the stoppage of the motor, however, this remedy appears to be out of the question.

By injecting a few drops of gasolene into the cylinder and pedaling, immediately opening the throttle to its full amount, tremendous suction is developed for the one or two strokes which may be secured in this way. One or two attempts made in this way often prove sufficient to pull the obstruction through the jet, thus clearing it without necessitating any dismounting of parts or loss of time.

Putting New Rings in Worn Cylinders.

When putting new piston rings into a cylinder which is worn larger at the top than at the bottom, they should have very long halved or tongued ends, fitting rather closely together and loose enough to work perfectly free in the grooves. Unless these precautions are taken, there may be a tendency either to clog in the lower portion of the bore or to spring apart in the upper portion, thus causing undue leakage of gas.

Fanciful Development of Motor Horns.

It is evident that motorcycle horns are due for considerable fanciful development. One of them has appeared abroad with the trumpet end taking the form of a serpent's head with wide open mouth and projecting fangs.

FOOLING THE BARGAIN HUNTERS

How the "Lady Going Abroad" Sells Bicycles in London—Manufacturers Assist Her Queer Game.

The "lady going abroad" who has something valuable to dispose of which she will sell at a great sacrifice appears to be cutting a sufficient figure in the English cycle trade to justify comment. Like her twenty-seventh cousin, the New York East Side janitor who has rare bargains in second hand bicycles, she uses the classified advertisement columns of the big London dailies, to let the public know of her "projected trip abroad." But there the relationship ends; for the English lady makes a genuine business of her "sacrifices," and sells everything from pianos and furniture to gold watches and diamonds. Latterly, the bicycle has attracted her and it is related that, fashionably attired, she recently has paid several visits to a large branch store in London, and expressed a desire to secure the agency for the firm's bicycles, being, as she said, well connected, and in a position to sell a considerable number of machines among her lady friends.

After several interviews, she informed the manager in confidence that she was the author of an advertisement of the class referred to, and that as the "lady going abroad" she made a pretty good living out of the business, which she regarded as a means of gaining a livelihood. To the intense surprise of the manager, she stated that she already held the agency for two or three other well-known firms, who were supplying her on trade terms, in proof of which she produced receipted bills.

Being desirous of further investigating the matter, the manager promised to give the matter consideration, and in the meantime paid a visit to the lady's house, in the window of which was displayed a bicycle with a ticket on it, bearing the words: "For sale, great sacrifice, owner going abroad." The lady received her visitor in the most courteous manner, and unblushingly chuckled over the ingenious trap for snaring unwary customers, and led him into a room at the rear, in which half a dozen other machines were ready to replace the one in the window when that had been disposed of. In further conversation, he elicited the interesting information that she was content with a profit of about $2.50 per machine, as she had no shop expenses to pay, and, further, some of the firms were actually supplying her with bicycles on consignment, which were the terms upon which she was disposed to do business with the representative in question. Needless to say, this tempting offer was declined with thanks, but the lady is still "going abroad," and prepared to make sacrifices for the benefit of her fellow creatures on the basis of quick sales and small profits.

AUGUST EXPORTS SHOW NET LOSS

France Bought Nothing, but Germany and Other Europe Increased Orders—Gains that Largely Offset Shrinkages.

August brought with it no improvement in the export trade. The statistics for the month disclose that the downward tendency which so long has marked America's foreign business still prevails. The decline was quite general, but six of the foreign subdivisions in the statistics showing gains, and in but two of these, Other Europe and Germany, is the increase particularly notable. Other Europe, however, jumped from $1,941 to $28,580, while Germany's purchases for the month advanced from $412 to $3,664. Minor increases also are recorded in the shipments to Belgium, Netherlands, the West Indies and Other Asia.

Of the losses the most striking is in the case of France, who bought not a dollar's worth during the month and whose total purchases for the eight months ending with August, $3,955, indicate that the demand from that country is close to the vanishing point. There was a big drop also in British Australasia, from $17,563 to $2,700, and in Japan, from $7,417 to $993. Great Britain just about halved its purchases, dropping from $10,685 to $5,853, and other than those noted in all of the other statistical sub-divisions also losses occurred. The large gain in Other Europe, however, was sufficient to prevent the total shrinkage from attaining undue proportions, the total exports attaining a value of $66,368 as against $70,830 in August of last year, this making the net loss for the month amount to the sum of $4,462.

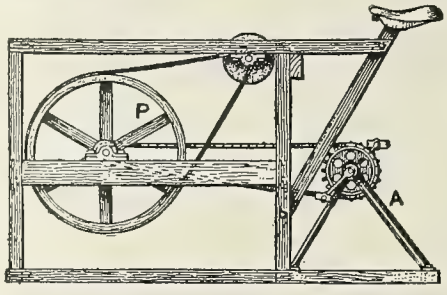
The figures for the eight months ending with August disclose the steadiness and extent of the long-continued shrinkage, the drop amounting to $227,661. During that period only Germany, Argentina and Other Asia increased their takings, while of the "backsliders" the United Kingdom and France are the worst.

The figures in detail are as follows:

	August		Eight Months Ending August		
Exported to—	1907	1908	1906	1907	1908
United Kingdom	$10,685	$5,853	$212,120	$220,238	$59,924
Belgium	2,234	2,644	18,497	21,335	17,763
France	4,045	.....	16,531	44,051	3,955
Germany	412	3,664	70,369	29,528	24,416
Italy	1,042	590	23,049	16,314	18,284
Netherlands	3,085	4,880	108,786	29,311	21,568
Other Europe	1,941	28,580	186,533	135,574	72,700
British North America	3,449	1,773	59,661	50,061	47,611
Mexico	8,390	7,310	79,853	61,735	60,121
Cuba	4,853	1,616	23,087	33,554	21,458
Other West Indies and Bermuda	1,381	1,537	14,080	15,990	14,326
Argentina	88	63	15,033	11,946	14,727
Other South America	2,295	631	19,084	18,796	13,895
Japan	7,417	993	165,184	75,321	47,533
British Australasia	17,563	2,700	54,532	61,596	52,015
Other Asia and Oceania	1,403	2,394	16,246	10,269	16,179
Other countries	547	1,140	11,035	4,379	5,852
Total	$70,830	$66,368	$1,093,680	$839,998	$512,327

Here's a Home-Made Emery Wheel.

One of those ingenious chaps who exist in all climates has figured out how it is possible for even the smallest repairman to become possessed of a foot-power emery wheel at comparatively trifling expense. The accompanying illustration shows how it may be made. The belt wheel, P, is 26 inches in diameter with a 2-inch face, and is lined up with a 2-inch pulley on the emery wheel shaft. That part of an old bicycle frame which contains the hanger is used as the propelling device. It is attached to the stand, as shown at A. Two bicycle chains connect the bicycle sprocket to the



shaft on which is placed the large pulley wheel P. The upright pieces of the stand are 2 by 2-inch, and the top and middle rail are 2 by 4-inch material. The frame is 8 inches wide and is mounted on a 2 by 12-inch plank. The saddle of the bicycle is used for a seat.

N. S. U. Gets Agency for Gloria Belt.

The N. S. U. Motor Co., New York, has obtained the exclusive American agency for the Shamrock-Gloria rubber V-belt, which already has become well known in this country because of its employment on the N. S. U. motorcycles. The new arrangement places the N. S. U. company in position to do business with American manufacturers and the trade generally.

French Exports Show Good Gains.

For the first six months of the current year, France's cycle export trade showed an improvement of $170,000, in round figures. The total valuation of the business during that period was $757,200 as against $589,600 during the first half of 1907.

BRITISH EXPORTS FALLING OFF

Decline in Shipments of Complete Machines —Foreign Trade in Parts Maintains Its Healthy Condition.

While its foreign business in cycle parts still maintains its remarkable health, a sharp decline in the demand for complete bicycles, was responsible for a net loss of $65,000 in Great Britain's export trade during the month of August. It was the first considerable loss of the year. The shipments of complete machines fell from 11,004, valued at £53,683, to 7,510, valued at £34,190, while the value of parts exported rose from £55,466 to £62,015.

Until the August slump, both departments of the business had shown substantial increases; as it is, the total of complete machines for the eight months of the year is but 853 behind the record for the similar period of 1907, when 71,614 bicycles were exported. The value of the parts exported during the eight months was £653,935, as against £549,034 during the first eight months of 1907.

During August, Great Britain's importation of complete bicycles showed a slight increase, from 65, valued at £424, to 77 valued at £541, but both totals are so small as to be without significance. On the other hand, the import of parts declined from £10,771 to £10,220.

How Dunlop Stops Price Cutting.

On "the other side," they do not appear to be as backward as here in going to court to maintain price agreements. The Dunlop Pneumatic Tire Co., for instance, has instituted a series of actions against offending dealers and jobbers. One of the latter recently was enjoined and required to pay $200 for violating the Dunlop contract, not only for selling at less than contract prices but for re-selling to dealers without obtaining written agreements that they in turn would uphold the Dunlop figures.

Shrinkage in German Export Trade.

Germany's cycle export trade, the growth of which was almost magical and which was long sustained, is now on the decline, although still retaining impressive proportions. For the six months ending with June last the shrinkage amounted to upward of $2,500,000. During that period its foreign business fell from a valuation of $10,172,000 to $7,846,250.

To Handle the Webster Gauge.

Hereafter the Webster gasolene gauge will be marketed by the Randall-Faichney Co. of Boston, Mas., who manufacture the B-Line oil gun, among other fine instruments. By arrangement with the Webster Mfg. Co., the Randall-Faichney Co. travelers will push the sale of both the gun and the gauge.

If the ripening of time has served to add emphasis to anything appertaining to coaster brakes it is contained in that oft repeated statement,

"You run no risk with the Corbin"

The Corbin always has been so built as to preserve the reputation of the bicycle to which it is applied and to insure the safety and satisfaction of the rider.

CORBIN SCREW CORPORATION, New Britain, Conn.

THE BICYCLING WORLD and MOTORCYCLE REVIEW
FOUNDED 1877

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, OCTOBER 10, 1908.

"I obtain great pleasure from the columns of the Bicycling World which I have read since the days of the 'good old ordinary.' I wish you much success."—Robert Gerwing, Santa Ana, Cal.

Time to Force the Fight.

When little cities such as Aurora, Ill., enact ordinances which require that none of its residents shall use motorcycles without paying a special fee for the supposed untaxable and inalienable right to do so and which in effect erect Chinese walls at their border lines, through which no motorcycling resident of any other part of the world may pass until he shall have paid an "admission fee," and pasted the "receipt" therefor on his means of locomotion—when this sort of thing happens, as it has happened, it appears that the proceedings which must result in a legal definition of the character and status of motorcycles safely cannot be much longer delayed.

"City fathers," so called, are prone to play "follow the leader," and unless its action is challenged, what Aurora has done is likely to be done by many other municipalities and the remarkable spectacle possibly may be presented of motorcyclists being compelled to "pay as they go," so to speak, and to change tags as they go from town to town. In California, several towns recently have enacted similar ordinances and the danger of contagion is greater than may appear on the surface.

Officials of and men interested in the Federation of American Motorcyclists long foresaw that the fight involving the legal definition of motorcycles ultimately must be faced, but it never was wholly possible to foretell in what manner the lightning would strike. With means and numbers limited, it seemed wiser to wait and to act on the defensive, meanwhile obtaining all the advantages possible and creating desirable precedents, but such ordinances as the Aurora enactment seem to indicate that the time has arrived to assume the offensive and force the fight for the benefit of the motorcyclists of the whole country.

In some respects, either Illinois or California will be a better battle ground than Michigan, where, in Detroit, the point recently was raised in slightly different form; for in Illinois and California the automobile laws, which specifically exempt motorcycles from fees and tags, are adaptations of the New York law, which, by including the motorcycle exemption clause was first to remove the tags previously required. The F. A. M. performed that work and in each case the arguments and proofs submitted were all based on the very apparent fact that motorcycles are bicycles rather than automobiles, and therefore properly should be classed with the former and not with the latter. When bicycles are not so dealt with, there exists no reason why motorcycles should be taxed or tagged. Of course, it may be contended that while they are cycles, motorcycles likewise are motor vehicles, but it is also true that the law holds that the bicycle is a carriage.

As the fight cannot be much longer avoided, the F. A. M. and the Motorcycle Manufacturers Association, which has pledged assistance to the F. A. M. in such matters, may as well begin to conserve their funds and select their legal talent. Aurora, Ill., for many reasons, is not a bad place to begin the fight to keep the roads free and the towns open that the sale and use of motorcycles may expand. A refusal to pay the fee and an injunction seeking to restrain that city from enforcing its ordinance would seem the first necessary move. Meanwhile the old bicycle laws and the old decisions affecting bicycles should be looked up. They will prove mighty useful weapons. For in earlier years there were towns which, like Aurora, singled out and sought to tax and tag bicycles.

Beginning to Give America Her Due.

That hardy perennial, "What has America done for the bicycle?" which springs up in Great Britain almost as regularly as the daffodils, once more has shown its head; and for the first time the usual answer "Practically nothing," is varied by the fair and frank admission that it is due to America that even Great Britain is "to-day able to build a better bicycle at a lower price than could be built ten or twelve years ago."

The unexpected and long overdue recognition and appreciation is expressed by "The Leading Hand" in the Cycle Trader. He says:

"It is true that on the outward showing, and with regard to those things which are noticed by the rider, no very great amount of the modern British bicycle shows much of Americanism, but we in the shops know how great and far-fetching was the influence of the American engineer on the evolution of the machine as we have it to-day.

"Before the Americans entered the field, the bicycle in this country was being made in an old-fashioned and perfunctory manner. The Americans taught us standardization of parts and provided us with the automatic machinery, for the production of those parts, which is now indispensable to modern manufacture, and which accounts for us to-day being able to build a better bicycle at a lower price than we could ten or twelve years ago.

"Indeed, it is not too much to say that the great ingenuity and skill evidenced by the American bicycle manufacturer in designing machinery for the automatic production of interchangeable bicycle parts started a new industry in this country—the production of high-class automatic precision tools.

"If it were only on this account we should give the credit to the American for enabling us to make the modern bicycle the remarkably cheap and efficient machine which it is."

In the face of this graceful appreciation, it seems even possible that some day there will arise an Englishman fair enough to reject the anti-American poison which has been so studiously injected into the British brain and to acknowledge that the same Americans who were able to effect such an evolution in the British cycle trade are them-

selves building bicycles which in every respect are the equals of anything produced abroad. It would be astounding indeed if it were not true. Simply because a lot of Englishmen and others who are keen on pounds and pence, and who years ago deliberately invested in cheap and nasty American bicycles, and not unnaturally repented of their supposed bargains, is a wofully weak peg on which to hang a calumny applying to an entire industry.

But whether or not such a man arises abroad the fact remains and will remain, that the bicycles that stand up and give satisfaction on the alleged roads of America will give satisfaction wherever minds are open and free from bias or other poison.

On the principle that it is better late than never, the determination of the N. C. A. to "clean house" and insist that the public shall be given honest racing instead of the prearranged frame-ups which so long have deluded race-goers, is worthy of all praise. The action taken and the spirit displayed at the Newark Velodrome on Sunday last practically is all that has been necessary to break up the miserable and unsportsmanlike practices which have masqueraded as sport. The whole atmosphere of the sport already is the clearer and the more wholesome and if there is no let-up in the enforcement of the new policy, the N. C. A. will have earned the right to renewed respect and support and it will be proved that it not only is for the best interests of the organization, but for the interests of the race promoters and the racing men. Where there's a will there's a way; and there never was a time when there was not a way to root out evil. Let us hope that the last has been heard of a governing organization remaining blind to dirty work.

It might not be a bad idea for the F. A. M. and the local motorcycle clubs to make themselves heard at the public hearing on New York's pending anti-noise ordinance. They all have avowed opposition to the open-muffler nuisance and now that the opportunity is presented for publicly demonstrating their attitude it should be taken advantage of.

If the American military authorities were not generally so "set" and toploftical, the part played by the military cyclists in the recent French manoeuvers would not be lost to them. It was an inspiring example of real mobility and utility.

FRIOL CAPTURES A GRAND PRIX

Wins Great French Contest, but Later is Beaten by "Major" Taylor—Darragon Laps Walthour.

Emil Friol won the annual Grand Prix de la Republic at the Parc des Princes track, Paris, on Sunday, 20th ult. In the final heat he beat Poulain by a length, who in turn finished a half wheel in front of Delage.

The Grand Prix de la Republique is one of the most important of Parisian fixtures and ranks second only to the annual grand prize of the city of Paris, which has been won twice in succession by American Champion Frank L. Kramer. The Prize of the Republic is not only for sprinters, but in addition to the sprint race there also is a grand prize event for the pace followers and also one for the amateur sprinters.

The semi-final heats resulted in some surprises as an immense crowd saw Hourlier and Ellegaard shut out in the first heat, while Poulain eliminated Gardellin and Rutt in the second. Friol had two hard nuts to crack in the third semi-final heat in the persons of Schilling and Dupre, but he successfully accomplished it and thereby got in the final heat with Delage and Poulain.

By winning the final heat of the paced race Darragon clinched his hold on the grand prize for pace followers. Walthour was second in the final heat and Dussot third. The final classification by points gave Darragon the victory with 3 points, Walthour second with 2 points, and Dussot third with 1 points. Contenet and Gombault tied for fourth place with 13 points. Walthour's share of the prize, exclusive of appearance money, was $200, Darragon getting twice that amount. Friol got $400 for winning the sprint race.

Demangel, who was one of the French representatives in the Olympic races, won the amateur grand prize after a long series of trial and semi-final heats. Auffray was second by a half wheel and Schilles third by a few inches.

The weeding out process was begun on September 13th at the Parc des Princes track. Gardellin, Martin, Boutellier, Dupre, Schilling, Hourlier, Delage, Pouchois, Ellegaard Friol, Seigneur, Ludovic, Rutt and Thuau won the preparatory heats, in which the first, second and third finishers qualified for the actual elimination heats. Seven of the latter were decided on the 13th, Ellegaard, Dupre, Friol, Rutt, Schilling, Hourlier and Gardellin, winning the heats.

Six trial heats and three semi-finals were necessary to sift three teams for the final heat of the tandem race. Dupre and Delage the only "all French" team got a grand ovation when they defeated the teams of Ellegaard-Friol and Hourlier-Rutt in the order named.

Walthour was a participant in the Grand Prix de la Republique for pace followers, along with Darragon, Contenet, Dussot, Gombault and Timm. The paced race for the grand prix is run in three heats at distances of 60, 80 and 100 kilometres, and it was the shortest of these distances that was held on September 13th. Darragon rode like a fiend and lapped Walthour 7½ times in the 44 minutes of riding. Contenet finished far behind the American, and Dussot got home considerably in front of Gombault.

The repechage heats, held on Thursday, 17th ult., were divided into nine trials, three semi-finals and one final. The final heat was won by Delage, with Rettich second and Kudela third. The second heat of the paced race also was held on that date, Darragon winning from Walthour by four laps. Dussot was third and Gombault fourth.

The principal event at the meet, however, was the final appearance in Europe of "Major" Taylor, in a match against Emile Friol. The first heat was at 1,000 metres, and when Taylor jumped down the banking in the last lap it was all over but the shouting. He beat the Frenchman by more than three lengths. The second heat was practically a repetition of the first, except that the distance was 1,333 metres, or two laps of the Parc des Princes track. The negro again demonstrated his superiority and walloped Friol by two lengths.

In the handicap Poulain rode a game race from scratch. The distance was a half mile and the former world's champion just nipped Ludovic, a 40 metres marker, at the tape. The time was 55⅗ seconds.

COMING EVENTS

October 10, Providence, R. I.—Motorcycle races on Narragansett Park track.

October 10, Philadelphia, Pa.—Quaker City Motorcycle Club's Founders' week race meet, Point Breeze track.

October 11, Brooklyn, N. Y.—Long Island Division, C. R. C. A.s second veterans' century run; bicycle and motorcycle.

October 11, Clifton, N. J.—"Getaway" meet at Clifton Stadium, with five-cornered paced race for $1,000 the feature.

October 12-17, Trenton, N. J.—Two hours a night six days race in Second Regiment armory.

October 18, San Francisco, Cal.—California Associated Cyclists' annual championship race meet at Stadium.

November 3, Newark, N. J.—New Jersey Motorcycle Club's race meet.

November 3, New York City—F. A. M. one, three and five miles championships on Morris Park track.

"Enclosed find the renewal of my subscription for the Bicycling World. I have read the paper so long that I can't get along without it."—Otto Gudenschwager, La Crosse, Wis.

KRAMER AND FOGLER GET THEIRS

Disqualification of Hill Precedes Staggering Blow at the Big Frame-up—Interesting Doings at Newark Velodrome.

Last Sunday, 4th inst., was judgment day at the Newark Velodrome and for the first time this season the public got a square deal. True to his promise to make a decided effort to stamp out the reprehensible practice of teaming, Referee Kelsey, who also is Chairman of the National Cycling Association's Board of Control, disqualified three winners and one "runner up." As soon as they saw that the referee was making no exceptions the spectators showed in no unmistakable manner that they are heartily for square racing. There was more genuine interest and excitement than at any previous meet, and one of the largest crowds of the season voiced its approval of the referee's stand against teaming.

The first display of official backbone came with the final heat of the mile novice, when G. E. Battaille, a younger brother of an Irvington-Millburn time prize winner, was disquallified for cutting in on the pole. Chas. M. Schlosser, a crack road rider, who finished second, was therefore awarded the gold medal, while Ben W. Daile got second. Walter Pofahl, who finished fourth, got third.

The next exhibition of official cognizance being taken at infraction of the rules was in the one mile invitation professionals. While the riders were lined up for the start Chairman Kelsey told them that any evidence of teamwork would result in instant disqualification, but despite the warning George Cameron "pulled" Fred Hill for the final sprint. Cameron got in front at the half mile and kept there, with Hill on his rear wheel, until after the bell sounded for the last lap. With the assistance of Cameron, Hill was enabled to beat Menus Bedell by a half length. Edward Rupprecht was third, C. L. Hollister fourth, J. T. Halligan fifth and Saxon Williams sixth.

There was a great uproar when it was announced that the referee had disqualified Hill for teaming with Cameron. The crowd sympathized with young Hill, for he had made a good showing the previous Sunday, and the people evidently thought that the big team would not be disqualified. Later when Kramer and Fogler were disqualified the crowd saw the justice of the first decision and it was the general opinion that two or three more Sundays such as last will do away with the practice that the Bicycling World has been fighting against all summer.

The disqualification of Kramer and Fogler was the big surprise of the meet, but that it struck popular fancy is not to be denied. The only people who did not like the decision were the principals involved and D. B. Burnett, Kramer's uncle, the man who is said to have engineered most of the combinations in which Kramer has figured this summer.

The event was the unknown distance professional, the distance being decided by drawing a slip of paper after the riders had started. A pistol shot was to announce the next to the last lap to the riders and the bell the final round. As there was two dollars to the winner of each lap, a majority of the 27 starters got in motion from the start. Billington got the first and Bardgett then took two, the fourth and fifth going to DeMara. Ashurst led at the mile and the lap succeeding, Devonovitch and Walker coming in for a share of the lap money in the next four laps. Williams headed the procession at two miles and DeMara was in front at the fourteenth lap, the gun lap.

All this time Fogler kept in second position, or as nearly there as possible, with Kramer on his wheel, and every time one of the lap chasers got a little further than was deemed advisable, it was always Fogler who closed the gaps for Kramer. This was where the teaming was most apparent. In the bell lap Fogler started to unwind, and of course Kramer had the choice position back of his rear wheel. The first turn brought disaster to Iver Lawson, the hard luck champion falling so heavily that he was rendered unconscious for some minutes. The combination between Fogler and Kramer was quite open in the last lap, as Fogler pulled Kramer all the way, slowing just enough in the last few yards to allow Kramer to come up and beat him by a few inches. Rupprecht was a close third, Anderson fourth, Fred Hill fifth, George Cameron sixth and Saxon Williams seventh.

When Fogler passed the judges' stand on the slowing up lap he smiled and said: "How was that?" Later he didn't smile. Referee Kelsey was the object of more than 6,000 pairs of eyes a minute after the finish. He didn't hesitate very long, but walked up to the press stand and said to the expectant newspaper men:

"Well, I said team work would not go. My decision in this race is the same as in the other event except that two are involved. Kramer and Fogler are disqualified."

When the news was conveyed through the megaphone by Announcer Bedford there ensued a great demonstration. Before, when he tried to announce Hill's disqualification the crowd bawled him out, but when told Kramer and Fogler had at last gotten their deserts, the crowd cheered and cheered and cheered. Naturally there were a few hisses from Kramer's most ardent followers, but they were in the minority and were scarcely heard.

One incident occurred, however, which shows that Referee Kelsey possesses backbone, despite accusations to the contrary, if he cares to exercise it. D. B. Burnett, who is Kramer's uncle, and who occupies an official capacity as timekeeper at the Velodrome, jumped to his feet as one possessed with more devils than are playing in all the theatres of America and Hungary combined, and in loud, raucous tones denounced the referee. Kelsey was standing near and Burnett spit most of the venom of his prejudice straight at him.

"I'll see that you are not referee here again," bawled Burnett.

Referee Kelsey didn't run away. On the contrary he walked straight up to Burnett and pointing his finger in his face, said:

"You shut up this minute or I'll have you put out of the grounds."

Burnett subsided and it is said there will be a new timekeeper at the velodrome next Sunday. Stop watches do not cost a great deal anyway. Kramer entered a formal protest against his disqualification and, it is said, intends to carry his case to the Board of Appeals of the National Cycling Association. Hill likewise paid two dollars to appeal the decision in his case.

Rupprecht was the happiest man in the race. He said he couldn't get in the combination, a frank admission, and the disqualification of Kramer and Fogler gave him first money. Anderson, Hill, Cameron and Williams were therefore advanced to second, third, fourth and fifth positions, respectively.

When so much good work was done, possibly the referee may be pardoned for permitting one offense to escape him. Some one engaged his attention just as the last lap of the amateur handicap was in progress and Joseph Passenger at that moment cut down on the pole. He rode a great many yards inside the black line and ran away with the race after that. Charles Franks protested, but it was not allowed.

Ashurst, McFarland, Devonovitch, Dave Mackay, who made his debut as a professional, Charles Schlee, Appleton, Drobach, Billington, Lawson, Krebs, De Mara, Mitten and Bardgett qualified in the four heats of the mile handicap and the final resulted in the best event of the meet, although it brought a surprise. Devonovitch had the position in the second lap, with Mackay on his wheel, Drobach third, and De Mara fourth, and at the bell, Ashurst had taken the lead, with Drobach second, Mackay third and De Mara next. Bardgett and McFarland had both tried to get Lawson up to the bunch, but the nearest McFarland could land him was at the tail end of the string in the last lap. The final round saw De Mara doing some brazen switching to Mackay and while the scramble was assimilating itself young Drobach made a pretty little jump and got over the tape a few inches ahead of DeMara.

The unusual sight of a lap steal by three riders with a little friendly holding back of the rest of the bunch by club mates of the leaders, scarcely perceptible to the less discerning, but nevertheless discernible, enlivened the ten miles open for amateurs. Not only did the three lap stealers win the first three prizes, but they "hogged" practically all of the lap money, and each lap was worth actually 50 cents. Whether it was in potatoes, coal or cash is not stated. The

attempt to steal a lap was made by Clarence Carmen and Ernest Jokus two laps before the ending of the second mile. By changing pace they secured a big lead. Then after a mile of riding Jacob Magin broke away from the rest of the bunch and overhauled the two leaders. Magin and Jokus are both members of the National Turn Verein Wheelmen, and with them out in front and a half dozen of their club mates in the big division, it was not likely that any of the latter were going to break their necks overhauling their club mates. That is how Carmen, Jokus and Magin put a lap between themselves and the field at 5½ miles. Schlee was not in the combination and after tiring himself out in an effort to overhaul the flyaways he was compelled to quit. Magin led Carmen and Jokus over the tape in the sprint for the first three positions and the remainder of the field had to go an extra lap to decide fourth and fifth places. Adam Beyerman, who seemed to be in one of the big prizes and lap money, beat Maurice Vanden Dries by a half length.

Floyd A. McFarland and Norman M. Anderson met in an unlimited pursuit and the general opinion that McFarland would run away with the match as he is well nigh invincible at this style riding, worked out that way. Anderson, although beaten, made a splendid showing. The Dane started on the tape, with McFarland on the backstretch and for the first mile Anderson gained slightly. In the second mile McFarland got his long legs working like piston rods and the advantage gained by the Dane early in the race rapidly diminished. In the third mile McFarland was traveling magnificently and at the end of it had Anderson in sight in the stretches. From then it was only a matter of laps and ten yards over the tape at 3 miles 2½ laps McFarland nailed his adversary. The summaries:

One mile novice—Won by Charles M. Schlosser, Brower W.; second, Ben W. Daile, Newark; third, Walter Pofahl, Newark. Time, 2:46⅗. G. E. Battaille finished first but was disqualified.

One mile handicap, professional—Won by Peter Drobach, Boston (125); second, Walter DeMara, San Francisco (120); third, Alfred Ashurst, Newark (90); fourth, David Mackay, Newark (130); fifth, Charles Schlee, Newark (115). Time, 1:51⅗.

One half mile handicap, amateur—Won by Joseph Passenger, National T. V. W. (10); second, Louis Owens, National T. V. W. (40); third, Charles Frank, N. J. Naval Reserves (10). Time, 1:01⅗.

One mile invitation, professional—Won by Menus Bedell, Newark; second, Edward Rupprecht, Newark; third, C. L. Hollister, Salt Lake City; fourth, J. T. Halligan, Newark; fifth, Saxon Williams, Salt Lake City. Time, 2:13⅗. Fred Hill finished first but was disqualified.

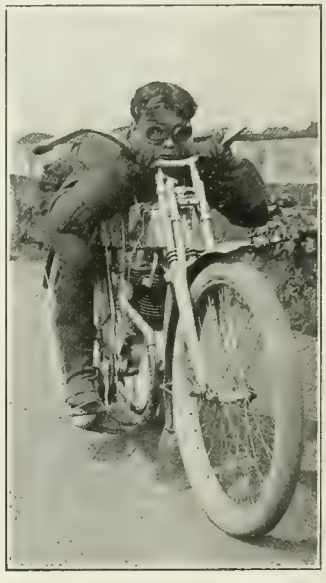
Unknown distance, professional—Won by Edward Rupprecht, Newark, second, N. M. Anderson, Denmark; third, Fred Hill, Boston; fourth, George Cameron, New York City; fifth, Saxon Williams, Salt Lake City. Distance, 2⅔ miles. Frank Kramer finished first and Joe Fogler second, but both were disqualified.

Ten miles open, amateur—Won by Jacob Magin, National T. W.; second, Clarence Carmen, Jamaica; third, Ernest Jokus, National T. V. W.; fourth, Adam Beyerman, Mohawk A. C.; fifth, Maurice Venden Dries, Lakerim A. C. Time, 23:14⅘.

Unlimited match pursuit between F. A. McFarland, San Jose, and N. M. Anderson, Denmark—Won by McFarland. Distance, 3 miles 2½ laps. Time, 7:42.

Schontz and Huyck Win at Rock Island.

J. A. Schontz, a Galesburg (Ill.) youngster who has been "cleaning up things" in his vicinity, and who is therefore hailed as



J. A. SCHONTZ

a "coming man," placed another feather in his cap on September 29th when he gathered in the five miles motorcycle race at the Rock Island (Ill.) fair. Riding a Harley-Davidson, he covered the five miles on a heavy, indifferent half mile track in 7:02. F. Wigert, Davenport, Ia., (Indian) was second, and G. E. Edmunds (Excelsior, third. Fred Huyck, of Chicago, with his red Indian, was on the ground, but declined to ride as F. A. M. sanction had not been obtained. This was telegraphed for and Huyck competed in and won a five miles event run on the 30th.

Tragic Accident Mars Virgina Meet.

A tragic accident, resulting in the death of James Conway, a 19 years old clerk in the patent office at Washington, brought the 25 miles open at Burke's Station, Va., on Thursday, 8th inst., to an end at 12 miles.

The motorcycle races had been arranged in connection with the horse racing events at the county fair there and two events were run off successfully before the accident to Conway occurred. Five riders started in the 25 miles race, which was to have been the feature of the meet, but the riders had only gone 12 miles when the spectators were horrified to see Conway plunge into a fence post. Just what caused the accident is not known. The unfortunate rider was hurried to the Emergency hospital, Washington, on a special train, but he died a few minutes after being admitted, exactly two hours after the accident occurred. It was stated at the hospital that death was due to a compound fracture of the skull and probable internal injuries.

Previous to the sad affair Conway, who rode an R-S, had participated in the other events and in the ten miles open he ran a close second to W. B. Genella, Washington, on a Merkel. Edward Mangold, of Washington, on an Indian, was third and the time 14 minutes 8 seconds. The five miles open was won by Mangold in a close finish with Genella (Merkel) and Chic Thomas (Indian) of Baltimore, who finished in that order. The time was 7:57½.

Thirty-four Fail to Finish.

John Pankey won the sesqui-centennial 20 miles road race for colored riders at Pittsburg, on Friday of last week, 2d inst., finishing nearly two minutes ahead of William Lee. The latter held the lead for 12 miles, but damaged his front wheel as he was crossing the Forty-third street bridge. This mishap delayed him five minutes, but Lee made up some of the distance before the finish, not enough, however, to enable him to cut down the lead secured by Pankey. James Dosie won a silver medal for finishing third, Pankey and Lee receiving respectively, a gold watch and a gold medal. The respective times of the first three men to finish were 50:18, 52:11 and 58:00. Only 14 of 48 starters survived the 20 miles ride. The cause of the unusual mortality among the dusky contestants is not stated.

Stubbs Cleans up at Memphis.

Robert Stubbs, the Birmingham crack, visited the Memphis, Tenn., fair on October 1st and 2d, and made a clean sweep of everything in the line of motorcycle competition. On the 1st, he captured a five miles open in 6 minutes, and in a time trial set up a mile record of 1:06 for the track. On the following day he gathered in another five miles open in 5:30 and a five miles handicap in 6:01, riding an Indian in each event. According to a Memphis paper, "the Alabama speed devil literally ate up the ground, his competitors seeming to be mounted on a slow train through Arkansas."

Runaway Finish at Nashville Fair.

In a runaway finish Oliver Hager, on an Excelsior, won the five miles motorcycle race that was one of the features of the concluding day of the State fair at Nashville, Tenn., on September 26th. At the finish Hager was more than a half mile ahead of the field and he finished in 6:21. J. H. Campbell, N. N. Davidson and Harry Stickly, on R-S machines, and H. M. Decker, on an Indian, were numbered among the also rans.

BICYCLISTS EFFICIENT WARRIORS

Cycling Chasseurs Cover Themselves with Glory in French Manoeuvers—Sturdy on March and Brilliant in Battle.

Although it was eight years ago that the French Ministry of War, recognizing the value of the bicycle for its mobility, authorized the formation of several battalions of military cyclists, it was not until this year that the corps was assigned fighting duties in the big manoeuvers. It had previously been the custom to employ the cyclists singly as despatch bearers or in squads as scouts, although they have been consistently trained to occupy a distinctive combative place in attacks. Considerable interest, therefore, attached to their trial this season, and throughout the long ride that brought them from the eastern frontier to the scene of operations they were enthusiastically received by all the villagers and citizens along the route. The demonstration was a most convincing one and such as cannot be duplicated by any other form of soldiery, mounted or unmounted.

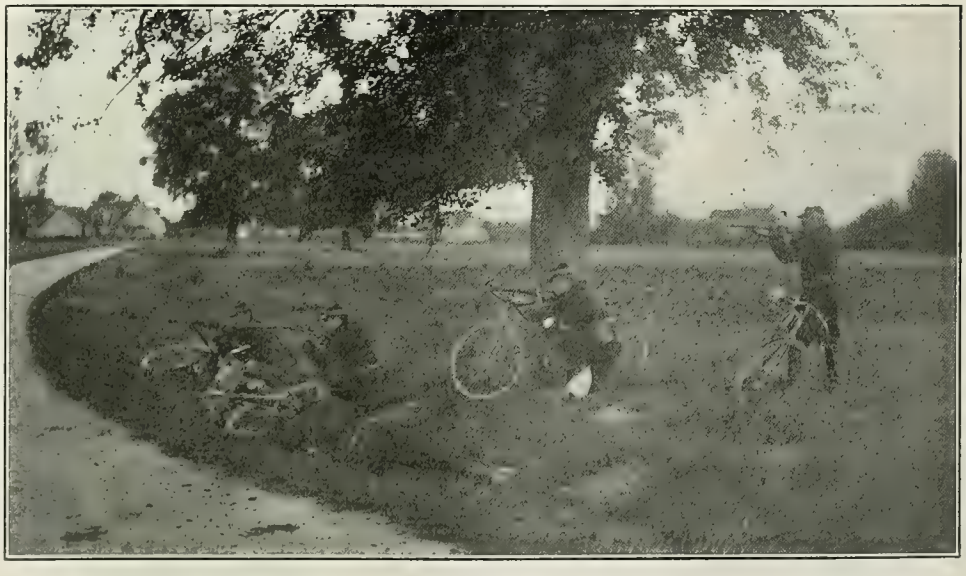


BICYCLE CHASSEURS OF THE FRENCH ARMY ON THE MARCH

Four companies were mobilized, with their reserves, on August 29th. They belong to the "Chasseurs," a branch of the French army which boasts of splendid traditions. On the following day they set out from Longwy, on the border almost of France, Belgium, and the Grand Duchy of Luxemburg, to reach Chaumont-sur-Loire in the west by September 7th. Notwithstanding torrential rains, they succeeded in accomplishing this feat without trouble, not one man being lost en route, and foot-sore stragglers, the bane of all infantry or cavalry movements, being unknown. They were attended by a big motor truck from the commissariat department, and were thus enabled to push forward about 40 miles per day without serious inconvenience. With only one day's rest during their ride of about 330 miles and a free day at the end, they took part in the active operations of the "fighting" on September 9th, 10th and 11th.

On the last day of the manoeuvers they covered themselves with glory. The battalion was detailed with a brigade of cavalry and of artillery to attack the left flank of the enemy, which was protected by a broad river. The cyclists, by making a long detour, crossed an undefended bridge in the rear of the enemy, then following the course of the river, fell upon the guard at each bridge in the rear, taking them totally by surprise. In this manner they succeeded in taking the important bridge right on the enemy's flank, their attack from the rear being supported by the cavalry. They were thus enabled to get their guns into position for shelling the enemy, with startling effect. It was generally admitted that without the cyclists such a movement could have never succeeded, because it could not have been so well concealed from the enemy's scouts.

The French bicycle corps are equipped with light folding bicycles, which, when need be, can be folded and slung over the soldiers' shoulders exactly like knapsacks.



BICYCLE CHASSEURS FIGHTING IN AMBUSCADE

Two Struggling for Membership Medal.

According to the F. A. M. records, the competition for the heavy and handsome gold watch fob offered by Vice-President White, of the F. A. M. Southern District for the member proposing the greatest number of new members between June and December, has resolved itself into a struggle between Robert Stubbs, of Birmingham, Ala., and T. O. Wansleben, of Washington, D. C. The latter has scored rather heavily by proposing a sufficient number of members of the National Capitol Motorcycle Club to entitle it to rank as an F. A. M. affiliated club and to possession of an affiliation certificate.

The Motorcycling Evangilist Arrives.

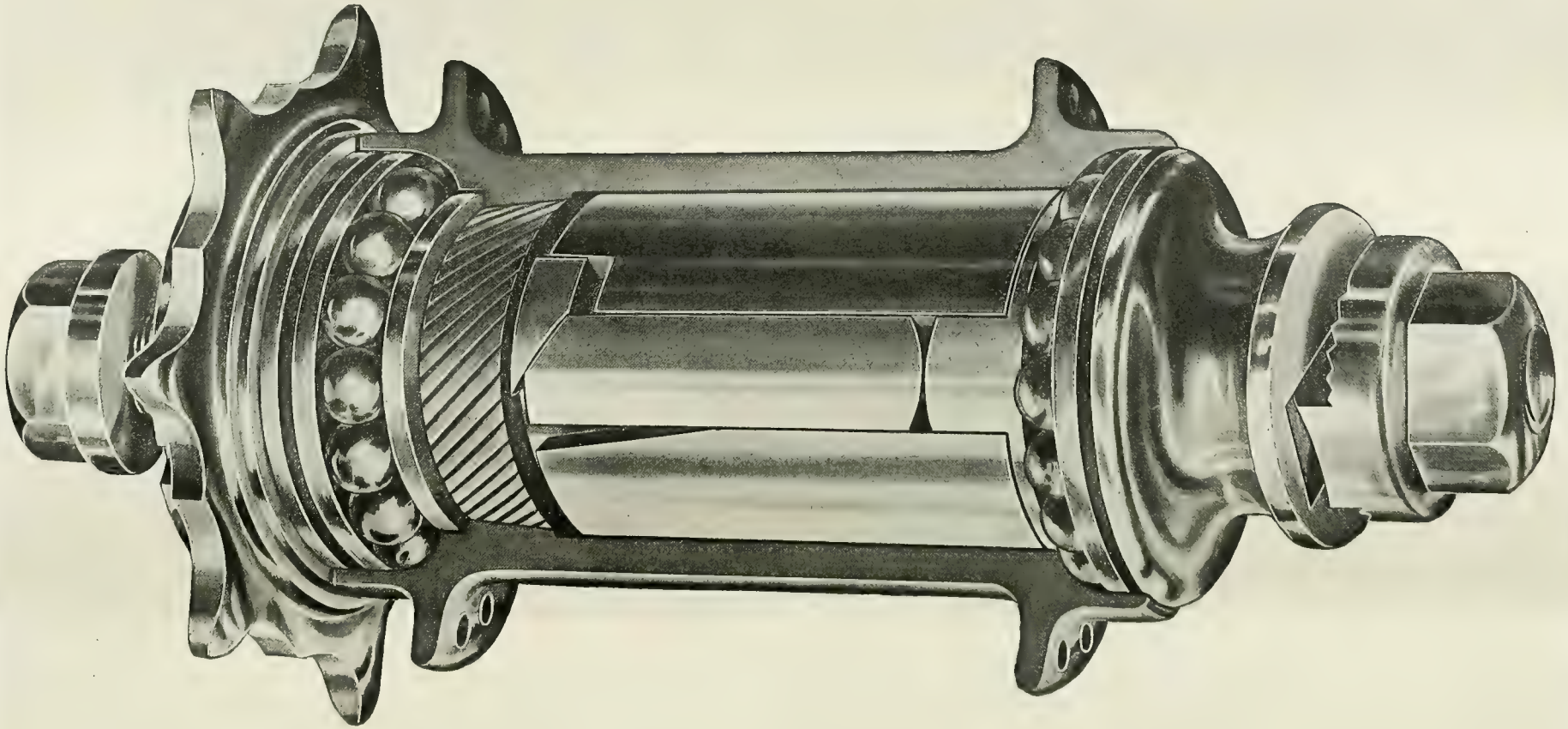
The motorcyclist evangelist has arrived, That is to say, Walter C. Ulrich, who calls himself 'the original motorcycle evangelist," arrived in Findlay, Ohio, last week and caused the natives to sit up and take notice. Besides being progressive in the matter of transportation, the motorcycle evangelist is trying to reform church music. He had Findlay "by the ears" when he declared that he would rather hear a congregation sing "A Hot Time in the Old Town Tonight" than some of the stuff that masquerades as church music.

Macon Forms Bicycle Police Squad.

Believing that his officers will be much better able to cover ground if they are mounted on bicycles, Chief George Bodeker, of the Macon (Ga.) police department, has ordered that the new squad of twelve men be so equipped. These bicycling policemen will be known as the "home protecting brigade," as their chief duties lie in watching property during the night.

The Eclipse Coaster Brake

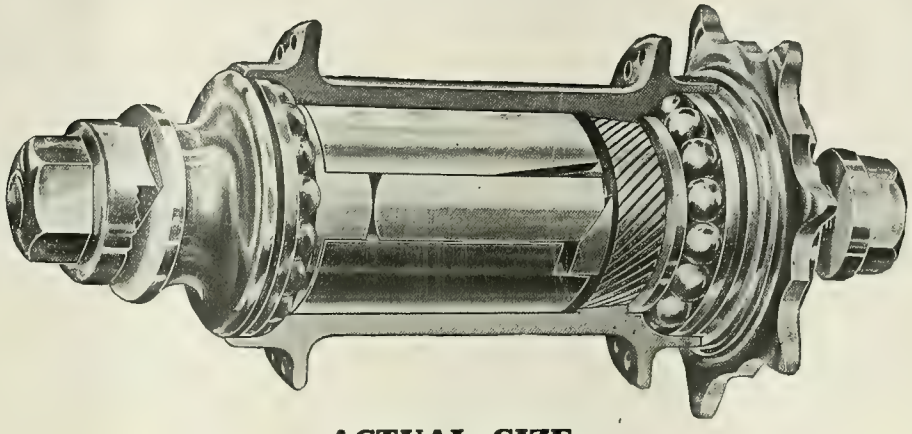
WHICH HAS SET A NEW STANDARD FOR COASTER BRAKES



This is the size it appears to be to competitors

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ECLIPSE COASTER BRAKE



ACTUAL SIZE.

When we, the pioneers in the industry, assert that in our Eclipse coaster brake,

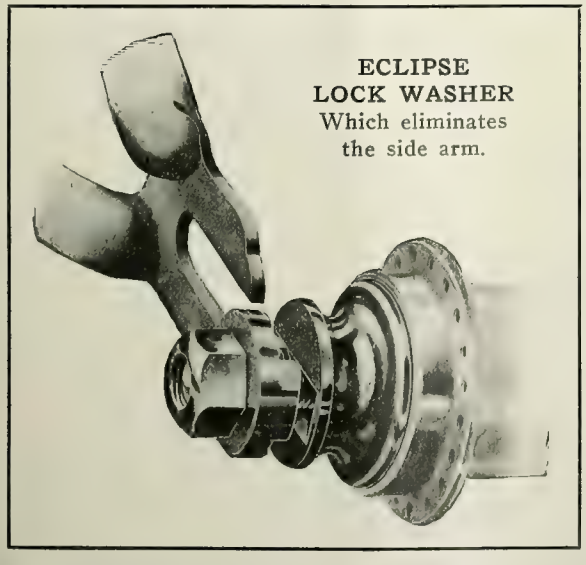
Perfection Has Been Attained

we believe the assertion is entitled to more than ordinary consideration. It represents the concentrated experience which dates from long before any other coaster brake was unthought of.

The Eclipse Coaster Brake

is Much Stronger, Much Lighter, Much Simpler, Much Surer, More Compact, More Eye-pleasing and in every way More Dependable
than anything heretofore offered to the cycling public.

THE SIDEARM IS ELIMINATED



ECLIPSE
LOCK WASHER
Which eliminates
the side arm.

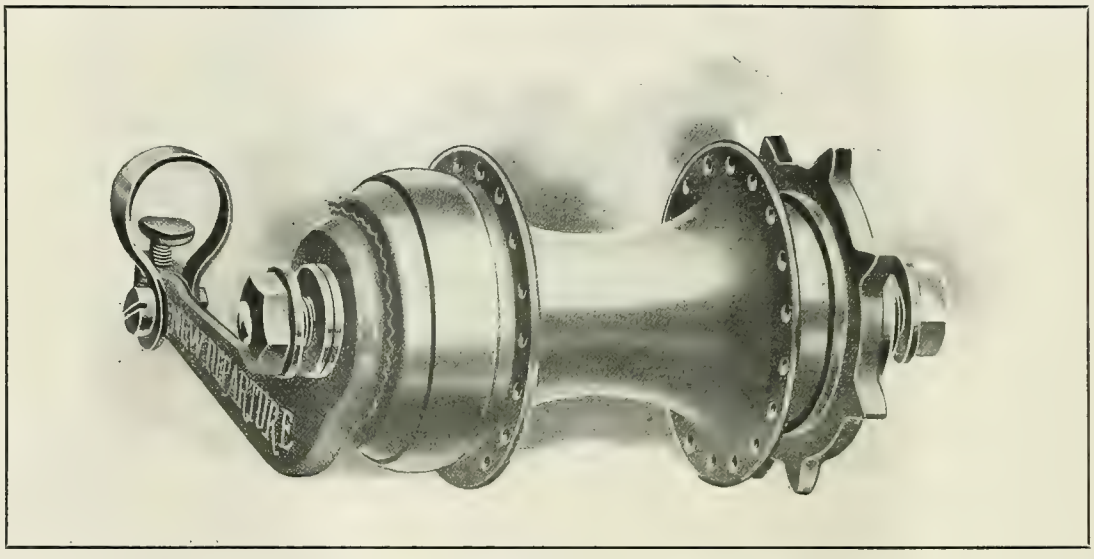
and eliminated in practical and effective fashion, too. It does not depend on the tightness of the axle nut to "prevent things from happening." A lock washer does duty at all times.

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COASTER BRAKE

has been favorably known to the trade and riders for more than a decade. It is stronger today in popular favor than ever before.

Nine out of every ten dealers sell New Departures —nine out of every ten riders want it.

It is all steel, strong, unexcelled for simplicity; absolutely correct in its mechanism; unfailingly reliable in operation, while design and finish are attractive.

There is high grade quality in every part of New Departures. It pays the dealer to stock it, because it pleases the rider every time.

The New Departure Manufacturing Co.

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McFARLAND'S BIG SPRINT WINS

Hair-Raising Finish at Trenton's Six Days Race—Final Night's Contests Fast and Furious.

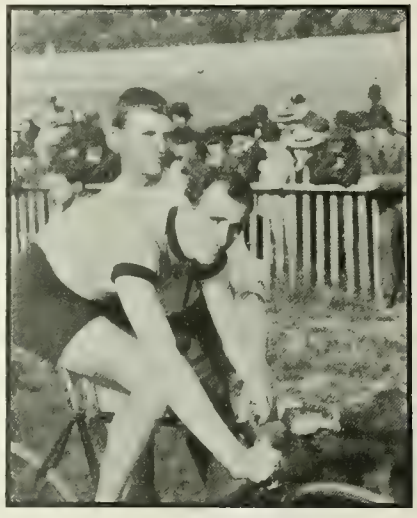
In a hair-raising sprint that brought 2,500 people to their feet—minus the deadheads in the arena who had to stand all evening for getting in for nothing—Floyd A. McFarland, of San Jose, won the two hours a night six days race that finished in the Second Regiment Armory, Trenton, N. J., on Saturday night last, 3d inst. Two inches behind him was Henri Mayer, of Germany, with six inches between him and E. F. Root, of Boston. Fred Hill, of the same city, was close up.

The finish was one of the most exciting ever witnessed in a race of the sort, although it worked out contrary to theory. The race was not very profitable and in fact there was so little to distribute among the riders that they agreed to divide evenly, so that the team that finished first received as much as the one that finished last. Theoretically a race with this sort of arrangement in force should result in no one trying particularly hard to win, but for once the "pros" rode for glory and to settle personal disputes. The public could not have had a better finish than was seen at Trenton last Saturday night. There was only one combination in the final sprint—that between Rupprecht and Root—but as Root did not win the referee let them off with a warning.

When the final mile began the original field of eight teams was tied and Hill, Mayer, Bardgett, De Mara, Lawson, Rupprecht, Root and McFarland began the final sprint. Mayer led the first lap, with the field training slowly, De Mara puncturing almost at the start. Williams jumped on his bicycle and managed to get to the head of the procession in the second lap, leading at the third and fourth. At this point Mayer was in second position, McFarland third, Lawson fourth and Bardgett fifth. In the fifth lap Rupprecht moved up to pull Root and just as the field began to unwind Lawson punctured. He didn't slow at once and Bardgett, who had been trailing him, thought his own tire had gone down, and sat up. The Buffalonian didn't discover his mistake until too late to rejoin the field. In the sixth lap Rupprecht was moving fast with Root in tow, while Mayer and McFarland trailed. This order was maintained until the eighth lap, when Rupprecht let Root go by, the New Yorker having the position at the bell. Mayer made his jump in the last lap and gradually pulled alongside Root and at the last turn into the short stretch they were fighting it out neck and neck. No one saw McFarland, but the veteran was watching every opportunity and it came when Mayer swerved slightly upon entering the stretch. He made just enough room for McFarland to duck through on the pole and the veteran took a chance, nipping Mayer by two inches, with Root six inches behind. Fred Hill rode splendidly and finished fourth by a half wheel. The rest of the field was separated, Saxon Williams coming in ahead of Rupprecht. Lawson was awarded seventh place and Bardgett eighth.

The final night's racing was fast from the start at half past eight o'clock until the last change of partners. Hill, Anderson, Mitten, De Mara, Vanoni, Hollister, Root and McFarland started for their teams and for eight minutes the riders set a fast pace until Hill punctured.

The first real bit of excitement came about 9 o'clock when Collins saw Root about to



FLOYD A. McFARLAND

relieve him. Collins sprinted and gave considerable lead to his partner and Root might have gained the lap but for the timely intervention of Rupprecht. Root tried to get Rupprecht to set the pace, and help the pair gain a lap, but the Newarker was content with having prevented the steal.

It was only a few minutes after the excitement subsided that Root made another attempt to place a lap between himself and the field. He was going fast when Collins relieved, but somebody punctured and sprinting was at an end for the time being. At 9:15 Hill punctured and Mayer followed with a broken chain.

When the first hour of riding was concluded the riders were asked off the track long enough to permit Hugh MacLean, paced by Charles Turville, to reel off two miles in 3:17⅗, and to let Jacob Derosier thrill the Trenton novitiate with a daring motorcycle exhibition. Derosier certainly did the trick, when he covered ten laps in 1:17⅗, which was announced to the spectators by Jack Prince as a world's record for ten lap tracks. Prince acquired the habit at the Clifton Ctadium of announcing this sort of "world's records," and of course they serve to warm up enthusiasm.

Root kept both spectators and riders on the qui vive in the final hour as every one expected him to make a jump at any moment. A few minutes before ten he rode high on the bank, apparently contemplating whether or not to go, but Bardgett watched him like a hawk. After a few laps of this sort of jockeying. Root ducked his blond head, but Bardgett easily overhauled him and then set a little pace on his own account. The pair looked good for a lap until Mayer, who developed unusual speed on the final night as compared with his showing all week, jumped into the breach and saved the field.

In the last half hour it was circulated around that Mayer's feet had gone bad and whether or not there was any truth in it or whether he was just resting up for the final, the riders seemed to take delight in worrying Anderson, Mayer's partner. Every few minutes Bardgett or Collins would make a little jump and sprint and the remainder of the field would make Anderson close the gaps. The official order of finish was as follows:

	Miles.	Laps.
1 McFarland-Downing	276	6
2 Mayer-Anderson	276	6
3 Root-Collins	276	6
4 Hill-Cameron	276	6
5 Williams-De Mara	276	6
6 Rupprecht-Hollister	276	6
7 Lawson-Vanoni	276	6
8 Bardgett-Mitten	276	6

Although none of the teams was able to break the tie on Friday, the fifth night of the race, the evening was full of exciting moments. In the first 60 minutes of riding 24 miles were covered, the efforts of Williams and De Mara to gain a lap being responsible for the good mileage. De Mara made several jumps in the first hour and each time opened a gap on the field, but Williams was not able to sight the tail-enders before the field would wake up and chase after him.

Rupprecht and Hollister also made several determined attempts to gain the coveted lap and at one time they had the field almost demoralized. Hollister started the sprint and had opened a gap of fifty yards before the bunch woke up. He increased this distance to nearly a half lap before Rupprecht came on to take up the running. The latter was slow in picking up the sprint, however, and Hollister's brilliant effort went for naught. Mitten also tried to get away but Lawson put a crimp in his sprinting aspirations and Anderson and Rupprecht later showed Hill how not to gain a lap. The total mileage at the end of the evening's riding was 232 miles 2 laps for each of the teams.

The exhibitions previous to the big race were by MacLean behind pace and Derosier on a motorcycle. The former covered two miles in 3:18⅗, and the timers got Derosier in 1:19⅖ for the mile.

Mayer Sails to Ride in Paris.

Henri Mayer, the German champion, who rode well at Salt Lake City, but who did not create a furore in the East, has decided that the call of Paris is too strong to resist. Accordingly, Mayer sailed on a North German Lloyd liner on Thursday morning.

SAMUELSON BELIES THE DOPESTERS

"Mormon Spendthrift" Wins 20 Miles Motorpaced Race—Halstead Takes Chief Amateur Honors.

William E. Samuelson, familiarly known as the "Salt Lake Mormon Spendthrift," showed that he has not lost any of his cunning in paced races by defeating Hardy Downing, E. F. Root and George Wiley in the four cornered race at the Clifton (N. J.) Stadium on Sunday afternoon last, 4th inst.

With the races enlivened by the appearance of Samuelson and Downing, a large crowd turned out to see the visitors trounced. All the dopesters from Paterson and Passaic had it that Wiley would win, with Root second, and they further figured that Jones, the local prodigy, would take young Halstead's measure in the amateur event. All the predictions went wrong.

The paced race was for 20 miles and the "Mormon Spendthrift" was never in danger after the first half. George Wiley looked good for second place at the fifth mile when his chain broke. Downing then moved into second place with Root third and Wiley fourth. This was the position at the finish, Samuelson having two laps over Downing, three over Root and five over Wiley.

T. M. Samuelson, who paced his brother, had a mishap in the motor race when victory seemed assured. The chain on his machine broke and the race went to Turville, Ruden finishing second.

Alfred Halstead, of Sacramento, rode with good judgment in the five miles open for amateurs, which had lap prizes in it. In the final sprint he beat Frank Eifler by a narrow margin, and the best Jones, the local champion, could get was third. William Lamphear was third. The consolation went to Watson J. Kluczek, after the disqualification of Journay, and long-markers got all the prizes in the mile handicap. The summaries:

Twenty miles motor paced, professional—Won by W. E. Samuelson, Salt Lake City; second, Hardy K. Downing, San Jose; third, E. F. Root, Boston; fourth, George Wiley, Syracuse. Time, 29:40⅗.

One mile handicap, amateur—Won by John Becht, Brooklyn; second, John Bogle, Rutherford; third, John Kellogg, New York; fourth, Octavio Baertson. Time, 2:04⅖.

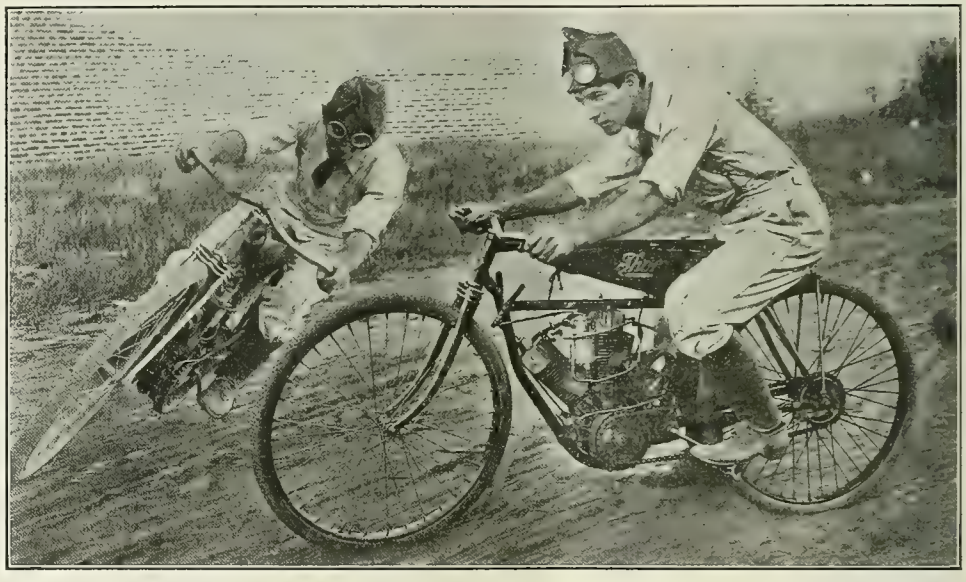
Five miles open, amateur. Won by Alfred Halstead, Sacramento; second, Frank W. Eifler, C. R. C. A.; third, Fred W. Jones, Passaic; fourth, William Lamphear, Lakerim A. C. Time, 11:29⅘.

One mile consolation, amateur—Won by Watson J. Kluczek, West Orange; second, Joe Eifler, C. R. C. A.; third, Parley Giles, Salt Lake City; fourth, J. P. Berlenbach, Tiger Wheelmen. Time, 2:11⅕.

Three miles motor, professional—Won by Charles Turville, Philadelphia; second, Carl Ruden, Boston; third, T. M. Samuelson, Salt Lake City. Time, 3:23⅖.

Record Holder Gets in His Own Way.

It is not often that an expert racing man and record holder is caught getting in his own way, but that is the trick which recently a California camera played on J. Howard Shafer, of Los Angeles, who last month so suddenly flashed into the limelight by making mincemeat of the one-hour motorcycle record; the accompanying picture shows how the prank was played; it also serves as the first view which has been given to the cycling public of the new record holder, whose performance, 56 miles, 660 yards in the hour, will stand a lot of beating. Unlike many other motorcycle record holders, Shafer is neither a little chap nor a lightweight. He is almost a big fellow and carries good weight for his age. He is a wholesome, good natured chap, who lives in the Los Angeles Motorcycle Club's big hou.e and who plays a large part in all of the club's affairs.



J. HOWARD SHAFER, HOUR RECORD HOLDER, GETTING IN HIS OWN WAY

Rural Mail Carrier Wins Two Races.

Verne Yoder, an R. F. D. carrier, on a Harley-Davidson, won the five miles motorcycle race at Elkhart, Ind., on October 1st, from a field of six starters. A locally-built machine took the lead for four laps, but after that Yoder got in motion and from then until the finish was never headed, winning out by two laps in 6:47. In the mile curtain-raiser, for both motorcycles and automobiles against time, Yoder was again victorious, winning the event in 1:19⅕, automobiles running second and third. W. T. Weatherhead, the Harley-Davidson agent at Elkhart is mourning the loss of his F. A. M. pin and $7, as the result of the meet. He left his coat hanging on a fence and some one appropriated the articles named. Weatherhead thinks the thief will get badly fooled if he attempts to pawn the pin, which is only gold plated.

LAFAYETTES TAKE ALL IN SIGHT

Cole and the Boehms Win in Team Pursuit at Baltimore—Officials Forget to Score Laps.

Postponed events are seldom successful and this rule prevailed at the protested and postponed bicycle races of the municipal games at Clifton Park, Baltimore, on Saturday last, 3d inst. The program consisted of a team pursuit and a two miles handicap, both of which were originally started at Patterson Park, September 12th, but declared "no races" because of a disagreeable wrangle between the chairman of the games committee and the person selected to manage the bicycle events. It resulted in a protest in the pursuit race.

Despite the fact that there were three very fine silver cups to be ridden for in the two miles handicap only five of the original 40 entries showed up last Saturday. Therefore there was practically no interest in the event as three of the Lafayette members ran away with the cups, Howard L. Cole, Edgar R. Boehm and Arthur Boehm finishing in the order named. The last named had 20 yards handicap, the others starting from scratch. Frederick Welsh and William Martell were the "also rans."

As there were only two clubs competing for the trophy in the team pursuit it did not occasion as much interest as otherwise might have been the case. The Lafayette Wheelmen's team, consisting of Cole and the Boehms had no difficulty in winning over the Racycle team of Welsh, Martell and Rochester.

The officials had so much personal interest in the race that they forgot to score the laps and no one knows what distance was covered before the Lafayettes overhauled the Racycles. The time was given out as 5:49 and the distance "about three miles."

TRACK SUSPENDED AND RESTORED

Chairman Morton Goes for Violators of F. A. M. Rules—Riders Who are "In Bad" —Hastings Turned Professional.

Chairman Morton, of the F. A. M. Competition Committee, got busy one day this week and took determined action in several different directions and affecting people and things of more or less prominence.

He transferred Theodore K. Hastings, of New York, to the professional class, placed the Clifton (N. J.) Stadium on the suspended list, suspended Ralph D. Sporleder, of Wauwatosa, Wis., and, pending investigation of their amateur status, he suspended a number of Johnstown and Gloversville, N. Y., riders, who also competed in unsanctioned events.

Hastings was professionalized because of his competition against professionals in England this summer. Hastings went abroad after making inquiry and being warned that he would forfeit his amateurism if he entered the lists with foreign cash-takers. Since his return he has been expecting Morton's announcement and has stated that as he did not again intend to compete in America, his transfer to the professional class would not prove of much practical effect.

The Clifton track was "hung up" for failure to pay sanction fees. The owners of the track have been operating under a blanket sanction, permitting them to include a motorcycle event in their Sunday meets but they have persistently failed to meet their obligations to the F. A. M., paying absolutely no attention to communications addressed to them. Tiring of that sort of thing, Morton took action calculated to compel attention, as after suspending the track, he also called on the National Cycling Association to recognize and enforce the suspension in accordance with the terms of the alliance between the two bodies. This action brought quick results, for the bill was paid and the track reinstated yesterday. It was explained that his new partners turned over Morton's communications to Tom Eck, who apparently was preserving them as "souvenirs."

Sporleder's suspension is due to his participation in the Chicago Motorcycle Club's recent endurance contest in which he won the award for private owners. The F. A. M. authorities assert that at the time he was in eligible to compete as his registration had expired; but whether this is the case is a pretty question. It is understood that he holds a registration certificate which does not expire until December 31st next and which was issued before his F. A. M. membership lapsed in July last. Under the former committee all registrations were made to expire with the calendar year, but it has just come out that since the new chairman took charge a mail vote of the committee has been taken and as a result all registration certificates issued to members expire with their memberships. Chairman Morton maintains that the effect of this vote is retroactive and applies to all certificates previously issued, hence his action in the Sporleder case. There are others who hold that the certificates in existence mean exactly what they say, no more, no less.

The Johnstown and Gloversville men who have been suspended are said to have raced for cash prizes on Labor Day, and according to reports, it is not the first time some of them have done so. Among those affected are John R. Vosburgh, Fay Smith and A. B. Rhodes.

Jerseymen Race on Staten Island.

Charles F. Hansen, whose admirers frequently refer to him as the "Frank Kramer of the New Jersey Division," won the mile championship of the Century Road Club of America at the annual carnival of sports at Grant City, Staten Island, on Sunday last, 4th inst. Peter Hensch, who is gradually acquiring a reputation as a road rider, finished second.

The weather on Sunday last was ideal for outdoor races and many New Yorkers and Long Island members of the Americas took advantage of this and the splendid roads of Staten Island, to witness the races. With a strong delegation of New Jersey members, there was quite a crowd when the first race was called.

The mile championship was the only event in which Hansen entered but he showed that he has plenty of speed when he led Hensch over the tape by a length. Joe Noe was third. Hensch got his glory in the two miles open and in the ten miles handicap, winning the time prize in the latter. Fred Peterson got second in the two miles open, and Ben Evesson finished third.

J. R. Pike finished first in the ten miles handicap, beating Evesson by a narrow margin at the finish. Joe Noe was third and E. L. Groff fourth, but the time prize, as stated, went to Hensch; he covered the distance in 27:00⅕. Arthur E. Rhodes got his chainless working to such good advantage that he won the three miles open, to the discomforture of Hensch.

The summaries:

One mile championship—Won by Charles F. Hansen; second, Peter Hensch; third, Joe Noe. Time. 2:28, .

Two miles open—Won by Peter Hensch; second, Fred Peterson; third, Ben Evesson. Time, 5:21.

Ten miles handicap—Won by J. R. Pike; second, Ben Evesson; third, Joe Noe; fourth, E. L. Groff; fifth, C. Dusell. Time prize won by Peter Hensch in 27:00⅕.

These races counted for points in the contest for the gold medal that is offered by President Harry Early, the standing of the mebers to date being as follows: Hensch, 19; Pike, 8; Noe, 6; Groff, 5; Hansen, 5; McMillan, 5; Peterson, 4; Evesson, 4; Dusel, 3; Weiss, 3, and Neubauer, 1.

N. C. A. PREPARES DISINFECTANT

Formulates New Rules to Rid Sport of Frame-ups and Other Bad Smells—Kramer's Protest Considered.

Although the fact that all competitors shall ride to win is about the very first rule of sport, apparently so many minds in the sport of cycling have become dulled to the truth that the National Cycling Association means to print it in black and white so that all men who race on bicycles may "inwardly digest" it. It will be but one of several similar truths which the N. C. A., now that it finally has been aroused to the necessity for a vigorous housecleaning and disinfection, has enacted into rules which will go into effect immediately. The idea in view is to put an end to the frame-ups, the laying-down and other scandalous practices that have passed as "teaming" and that have given the sport a bad smell. A series of fines have been outlined to lend point to the enforcement of the law, but they are so small as to be laughable.

The N. C. A. threshed the subject at two meetings held this week, on Wednesday and Thursday evenings, at the Hotel Bartholdi, New York City.

The meetings were called principally to consider the protest of Frank L. Kramer anent his disqualification last Sunday, and those in attendance besides Kramer, were President D. M. Adee, Secretary R. A. Van Dyke, First Vice-President C. B. Blomecke, and Chairman of the Board of Control R. F. Kelsey.

The last named was the referee at the meet held at the Newark Velodrome on Sunday last, when he disqualified Kramer and Joe Fogler for illegally teaming in one of the events. Kramer protested the decision and it was principally to air this protest that the meetings were held, and which resulted in the establishment of the rules mentioned. While no vote was taken it was the general opinion that the referee's decision will be upheld; however, a formal mail vote of the members of the Board of Control is being taken. Kramer's chief contention in his protest of the referee's decision, was that he had not been individually informed that there is a rule against team work, although he did not deny that he knew that teaming in combinations constitute an infraction of the rules.

The case of A. J. Clarke, who was fined $100 for "holding up" the Newark Velodrome management two weeks ago for $100 before he would ride his match race against Kramer, also was deliberated upon. The ruling of the Chairman, that Clarke must return the $100 he secured from the management, in addition to paying a fine of $100, was sustained.

The squabble that has arisen over a contract between Clarke and J. M. Chapman was discussed informally. It was the opin-

ion that "in October" meant any time during this month, and because of this and other remarkable provisions in the contract it is said that Chapman deemed it wise not to seek an official interpretation. Clarke therefore is privileged to ride as soon as he pays his fine and returns the sum of money he secured from the velodrome management.

This he has arranged to do, and accordingly he will ride at Clifton to-morrow. Incidentally, a cane and a bare fist are said to have figured prominently in a dispute between Chapman and Clarke during the week.

Chapman applied for a franchise for Atlanta, Ga., and also for a six weeks option on a six days race to be held in Kansas City in January or February. Both petitions were favorably acted upon.

The most important work of the board members and officers, however, was the promulgation of the new rule, that is expected to discourage team work in scratch and handicap races. Hereafter if a rider does not try to win he will, in addition to being disqualified, be fined $5 for the first offense, $10 for the second, and $25 for the third, while a fourth offense will bring suspension of from 30 days to one year, according to the flagrancy of the offense. In handicap races, the new rule will provide that the man nearest the pole on each mark, must make the pace for the first 150 yards.

The fines collected will later revert to the riders, as the money will be put up as a prize for a "penalty race" to be held at the end of the season, the event being awarded to the track providing the most attractive program. All riders in good standing will be eligible to compete in this event. This rule is similar to the one prevailing in Europe.

Work of the Foreign Cracks.

Arthur Vanderstuyft seems to be wellnigh invincible in Germany. His last race was at Leipzic on September 27th, and he defeated Guignard, Verbist and Stellbrink in this order. The distance of 62 miles was covered in 1:07:49⅖, a local record. At the same meet Ellegaard won from Scheuermann and Vanden Born in the sprint race. On the same date Hourlier beat Friol and Rutt in their match at Paris, Salzman won the Grand Priz of Europe at Steglitz, which had Robl, Theile, Demke and Dichentmann also in the running; Dupre won the four heat match between Gardellin, Schilling and himself at Roanne, and Leon Georget, the winner of the recent Bol D'Or, carried everything before him at Verciers.

Law to Close New York Mufflers.

At last a direct means of reaching and suppressing the open-muffler nuisance in New York is in prospect. At the meeting of the Board of Aldermen on Tuesday last, Alderman Marx introduced a revised anti-noise ordinance which among other things provides a penalty for the use of motorcycles making unnecessary noises. Before its enactment, a public hearing will be held on the ordinance.

"SINGLES" OUTSPEED THE "MULTIS"

Exciting Finishes in the "International Auto-Cycle Tourist Trophy" Race—Times Prove a Great Surprise.

Differing from last year's race only in the matter of gasolene allowance, the "International Auto-cycle Tourist Trophy" race was held without mishap on the Isle of Man, Seuptember 22nd. The result, briefly told, is that J. Marshall, 3½ horsepower Triumph, won the single cylinder class in 3 hours 54 minutes 50 seconds, for the distance of 158½ miles, and that H. Reed, on a 5 horsepower Dot-Peugeot, won the mluticylinder class in 4 hours 5 minutes 58 seconds.

This year's race differed from last, as stated, mainly in the matter of fuel allowance. As against the gallon per 90 miles allowed last year for singles, one gallon had to serve for 100 miles on this occasion, while the multi-cylinder machines had to do 80 miles to the gallon this year as against 75 miles last year.

This year's Tourist Trophy attracted a representative number of entries—37 in all, of which total 15 were singles. Only one double failed to start from St. Johns. The course was over a circuit of a little more than 15 miles of smooth, though a trifle wet in places, roads, starting from St. Johns and running through Ballacraine, Glen Helen, Kirk Michael and Peel, ten laps making the total distance of 158½ miles. No pedalling gear was allowed, but in all other respects the competitor had to ride a touring machine fitted with effective mufflers, and carrying two brakes, tool bag and contents weighing 5 pounds, 2¾-inch metal mudguards, 2-inch tires, touring saddle and a tank with a minimum capacity of 1¼ gallons.

The first lap brought disaster to two of the contestants, Guesea and Gurr, both having met with mishaps. The latter skidded on a wet turn and cut his face, but not seriously. Fowler led the first round, but was passed by Marshall in the second, who led Colver by a minute. Fowler was third and C. R. Collier fourth.

There was a change in the fourth round when Marshall dropped back to third position, Collier being in the lead at that time. In the sixth and seventh rounds Collier held the lead, but interest was increased in the next lap when Marshall again assumed the front, leading Collier at the end of the ninth by 28 seconds. The last lap resulted in a fighting finish for the honors in the single cylinder class between Marshall and Collier. The latter made a record-breaking run in the last lap but Marshall got over the line two minutes ahead, elapsed time. The finish in the multi-cylinder class was equally exciting as Reed beat Bashall by only two minutes.

Nine riders finished in the single cylinder class, as follows: 1, J. Marshall (Triumph); 2, C. R. Collier (Matchless); 3, Capt. Arbuthnot (Triumph); 4, W. G. Newcome (Triumph); 5, W. G. McMinnes (Triumph); 6, C. B. Franklin (Chater Lea); 7, H. L. Cooper (Triumph); 8, O. C. Godfrey (Rex); 9, R. M. Rice (Brown).

Curiously the same number of doubles survived the contest, the order of finish being as follows: 1, H. Reed (Dot); 2, W. H. Bashall (Bat); 3, R. O. Clark (F. N.); 4, W. H. Wells (Vindec Special); 5, J. Lang (N. S. U.); 6, N. E. Drury (J. A. P.); 7, A. Moorehouse (Rex); 8, J. O. Dixon (Vindec Special); 9, H. V. Colver (Matchless).

It is a matter of interest that the winner of the single cylinder class averaged better speed per hour than did the winner of the double cylinder class. Marshall's average per hour was 40 miles, while Reed, winner in the double category, averaged 38½ miles per hour.

Everybody Pleased at Pittsburg.

Profiting by experience gained in its last meet the races promoted by the Motorcycle Club of Pittsburg on Saturday last, 3d inst., and held on the Schenley Park oval near that city proved a success in every way. Good weather, a large attendance and exciting finishes kept the crowd in good humor throughout the afternoon; and as the events were open only to the riders of Pittsburg and vicinity, the competitors also were pleased, as all prizes were kept at home.

Russell Geisely caused a laugh when he came to the tape in the five miles for single cylinder machines with a single equipped with muffler, mud-guards and with a carpet bag for a saddle. The laughter changed to cheers, however, when Geisely finished first. Geiger was the "honor marker" in the 25 miles handicap and his riding showed that he belonged on the scratch mark. He walked away with two medals, finishing first and making the fastest time, although easing up in the stretch.

The summaries:

Five miles open—Won by J. H. White, 1¾ Indian; second, A. G. Schmidt, 2¼ Indian; third Irwin Natcher, Triumph. Time, 8:22.

Ten miles for multi-cylinder machines—Won by Lyle Geiger, 5 Indian; second, A. G. Schmidt, 5 Indian. Time, 13:03.

Five miles for multi-cylinder stock machines—Won by Russell Geisely, 3½ Indian; second, W. D. Porter, Indian; third, J. Watson, Indian; fourth, W. E. Hammer, Indian. Time, 7:35⅕.

Five miles, stock machines, 3 horsepower or under—Won by J. H. White, 2¾ Indian; second, G. M. Kughen, 3 Light; third, James Riley, 3 Light; fourth, W. E. Hammer, 3 Thor. Time, 8:34⅕.

Five miles for 3½ horsepower or under—Won by Russell Geisely, 3½ Indian; second, L. R. Shipley, 3½ M-M; third, G. M. Kughen, 3 Light. Time, 7:36.

Twenty-five miles handicap, 61 cubic inches and under—Won by Lyle Geiger, 5 Indian (scratch); second, J. H. White, 1¾ Indian (7 minutes); third, J. Watson, Indian; fourth, L. R. Shipley, M-M. Time, 32:00.

ANOTHER LONG GRIND AT TRENTON

Two-Hours-a-Night Six Days Race Scheduled—Riders Who Are Said to Have Signed.

Despite the fact that the last six days race, on the two hours a night plan, at the Second Regiment Armory, Trenton, N. J., proved a financial failure, the officers of the regiment have billed another, starting on Monday night next, 12th inst., and continuing until Saturday night. Like the first, the forthcoming race will run two hours each evening.

The failure of the last six days race was not on account of lack of popular interest, the promoters think, but because it occurred at an inopportune time. It was the week of the big Inter-State fair, and although the city was crowded with visitors at the time, they spent all day at the fair grounds. When night came they were so thoroughly exhausted that they went immediately to bed instead of to the six days race.

Tom Eck and Jack Prince, who were instrumental in having the track built, will conduct next week's race. So far as is known, however, none of the riders in last week's grind will be seen in the next. The race was not very profitable to the riders and not any of them paid expenses out of their winnings.

Prince was active last Sunday in signing up riders for next week's grind and it is announced that 14 riders signed, including John and Menus Bedell, Floyd Krebs, Root, Anderson, Fred Hill, Samuelson, Moran, Drobach, McPartland, Mackay, Goerke and Stein. It also is announced from Trenton that the differences existing between A. J. Clarke, the Australian champion, and John M. Chapman, his manager and the National Cycling Association will be adjusted by that time, and that Clarke will ride in the second six days race. When seen this week Clarke expressed surprise and said that he did not know anything about it, but that if an agreement is reached he might consider competing in the Trenton grind just to get into condition.

The ten lap track erected by Prince has remained standing since last Saturday night and the Second Regiment soldiers have drilled in the arena. A program of professional sprint races has been carded for tonight (Saturday), at which all the noted riders are expected to appear among the competitors.

Bicycle Races Eclipse Athletics.

Although held on a quarter mile flat cinder track that had plenty of soft spots the two bicycle races proved the most exciting events of the annual athletic meet promoted by the Aquinas Catholic Club, and held at the Southwark field, Philadelphia, Saturday afternoon last, 3d inst. A large crowd witnessed the meet and cheered the bicycle riders more vociferously than the other performers.

The finish of the mile handicap would have been more exciting but for an unintentional swerving out by George Harris, just as Trotter and Stroud, the two scratch men, were about to pass him. Because of this young Frank Harris was enabled to get far enough ahead to land first prize. Baumgard was second and Trotter third.

There was plenty of excitement in the two miles handicap, and the grandstand crowds and the officials were somewhat worried as the scratch men did not overhaul Frank Harris, who started from 345 yards, until within 25 yards of the tape. The finish was on a turn and as Trotter, Stroud and George Harris swung around abreast nearly every one looked for a bad fall. Happily, there was no mishap and the veteran Stroud won out in a hair-raising sprint. His time was 6:39. The summaries:

One mile handicap—Won by Frank Harris, H. B. Y. Cyclers (180); second, Joseph Baumgard, unattached (scratch); third, Daniel Trotter, Aquinas C. C. (scratch). Time, 2:34⅖.

Two miles handicap—Won by W. Richard Stroud, Stroud Wheelmen (scratch); second, George Harris, H. B. Y. Cyclers (70); third, Frank Harris, H. B. Y. Cyclers (345). Time, 6:39.

Buffington Gets the Swenson Cup.

E. L. Buffington, president of the Providence Motorcycle Club, and eastern vice-president of the F. A. M., has been awarded the Swenson cup offered for the best performance in the club's series of three runs over the Providence-Worcester-Boston triangle, the last of the series being run on Sunday last, 4th inst. The runs were scored on the basis of endurance contests, but as each was less than 350 miles, they could not be recognized as contests of the sort.

On Sunday, B. A. Swenson, the donor of the cup, again acted in the capacity of referee, starter and timer at all controls and also as a semi-competitor. He started last and then scorched ahead to each of the checking points and, as on the occasion of the two previous runs, was marked "perfect." Without regard to Swenson, E. L. Buffington (2¼ Indian), J. B. McLaughlin (3 Merkel), Roscoe Craig (3½ Indian), and W. A. Griffing (4½ F. N.), were on equal terms when they were started five minutes apart on Sunday last. In order to break the ties, four secret checking stations were established in addition to the known "controls" at Worcester, Boston and Providence. Refereestartertimer Swenson carried three watches with him and selected a haystack, a trolley car station and a waiting automobile for the "secret controls." He had lots of fun. Buffington, however, did not furnish much of it. He adhered so closely to the scheduled running time that in the day's run of 138 miles he was but six minutes out of the way. In addition to those named, seven others participated in Sunday's run.

LIVE STOCK HAMPER ROAD RACERS

Minneapolis Motorcycle Contest Resembles an Obstacle Race—Gates Finishes the 110 Miles First.

Had it not been for refractory dogs, chickens and calves, which persisted in getting in front of the contestants, the 110 miles road race of the Minneapolis Motorcycle Club on Saturday last, 3d inst., might have brought home more finishers. Unfortunately accidents and other troubles left only eight men to cross the tape at the finish of the long scorch.

The course was over ordinary country roads, from St. Paul to Faribault, Minn., and return, a distance of 110 miles. R. W. Gates, riding a single cylinder Harley-Davidson, won both the cup presented by the Thiem Mfg. Co., and the Wagner Motorcycle Co.'s gold medal for finishing first in the fast time of 3 hours 49 minutes. Frank Teir, Merkel, was second in 4:02, and Fred I. Cochrane, Indian, was third, two minutes behind Teir. O. Culver Gould, Thor, crossed the line five minutes after Cochrane.

The worst casualty reported was that in which S. H. De Long (Wagner) and an automobile figured. De Long was bowling along at no mean gait, well in the lead, when in rounding a curve, some miles before reaching Faribault, he collided with an automobile. De Long was taken to a Faribault hospital with a dislocated shoulder.

Cochrane, on the Indian twin, whizzed past Gates upon going into Faribault, but on the return trip one cylinder went wrong and Gates again assumed the lead. Teir finished some minutes after Gates and the others, close up, as stated.

Spills and punctures were numerous, Dr. Smith, on a Thiem, being one of the unfortunates. A. D. Kelly (F. N.) ran into a wagon, but did no serious damage, and A. G. Wiley (Excelsior) has several small dogs and chickens on his conscience. A. Venta was delayed some time when he ran into a calf and was ditched. Venta fixed up his Torpedo and finished after dark. C. W. Van Sickle (Indian) did not complete the course, and up to a late hour, G. B. Swegles, H. E. Flynn, Edward Worthington and A. Sahndal had not been found. The summary:

	H. M.
1 R. W. Gates, Harley-Davidson	3:49
2 Frank Teir, Merkel	4:02
3 Fred I. Cochrane, Indian	4:04
4 O. Culver Gould, Thor	4:09
5 A. G. Wiley, Excelsior	4:29
6 L. C. Long, Merkel	4:52
7 M. Kappeler, Theim	5:17
8 A. Venta, Torpedo	no time.

If the owners of the new Convention Hall in Denver will permit the construction of a track, it is probable that the Colorado city will witness a series of indoor races this winter. John A. Payment has the project in charge.

AURORA CALLS FOR THREE TAGS

Little Illinois City, Despite State Law, Taxes Motorcycles—Provisions of Its Extraordinary Ordinance.

If the local ordinance which just has gone into effect is enforced literally, the resident of any place in Illinois or of any other State in the Union who, on a motorcycle of any sort, ventures into the city of Aurora, Ill., is likely to land in jail. For be it known, no person on a motorcycle now can enter the sacred precincts of Aurora unless he has paid an "admission fee" of $1 and unless he has plastered three "admission tickets" on his machine, one on each side of it and one on the rear. Of course Aurora calls the "admission fee" a registration fee and the "tickets" are styled "identification numbers"; but garlic by any other name smells just as strong.

The automobile law of Illinois specifically exempts motorcycles from fees, tags, and similar requirements applying to motor cars and although this exemption was obtained on the ground that motorcycles are cycles rather than automobiles, the city fathers of Aurora have construed it as license for them to enact a "private automobile law" of their own, and apply it specifically to motorcycles. The ordinance is very full and profound and in many respects goes further than any automobile law yet enacted. The full text of its remarkable provisions is as follows:

Section 1. That it is hereby made the duty of the city clerk to provide and keep a book for the registration of the names of owners, controllers and operators, and the numbers of all motorcycles and motor-tricycles propelled by steam, gas, gasolene, electricity or compressed air, operated in the city of Aurora, and to register such names in such book, and to furnish identification numbers to each of such motorcycles and motor-tricycles, which said identification numbers shall be set opposite such names, and the fee for the same shall be one dollar ($1.00).

Sec. 2. Any person desiring to operate or use a motorcycle or motor-tricycle in the city of Aurora, Illinois, shall apply to the city clerk to assign him or her an identification number, in conformity with this ordinance. The name and address of such applicant shall be registered in the record book, kept in the office of the city clerk for that purpose, and a number shall be assigned him or her by the city clerk as hereinafter provided, and the number registered in such record book, opposite the name of such person or persons. Should more than one number be issued to one person, that person so owning more than one number shall he held responsible for such, as provided in this ordinance.

Sec. 3. It shall be unlawful for any person, firm or corporation to operate, drive or propel any such motorcycle or motor-tricycle, upon or along any street, alley or other public way or thoroughfare in the city of Aurora, without first having registered such motorcycle or motor-tricycles, owned or controlled by him, them or it, and the names of such owners or controllers of such vehicles, in the book so provided by the city clerk, and also shall have identification numbers assigned to such vehicles, and such owner and controller shall be held responsible for all negligence, wrongful acts and omissions done or omitted by any person using or controlling such motorcycle or motor-tricycles, displaying said identification numbers, until said number is returned to the city clerk of said city of Aurora, and the same is cancelled or another issued in lieu thereof.

Sec. 4. That hereafter all motorcycles or motor-tricycles, operated in the city of Aurora, shall display identification numbers, as herein provided. Such numbers shall not be less than 2¼ inches high and the line marking the number shall be in some bright color, to be selected by the city clerk and said number shall be ⅜ of an inch wide at any point or curve and such number shall be properly spaced. Such number shall be of Arabic numerals, and shall be placed upon a plate or card, which shall be selected by the city clerk of said city of Aurora, which plate or card shall be in size 3x4 inches. At the bottom and on the base of said plate shall be stamped the words, "City of Aurora."

Sec. 5. All motorcycles, hereafter to be used and operated in, along and upon the streets, alleys or highways of the city of Aurora, shall bear identification number, which number shall be displayed on both sides, in a conspicuous place, of the gasolene tank of all motorcycles, and on the rear of all motor-tricycles, in plain sight, so as to be readily observed.

Sec. 6. Every person, firm or corporation, operating, driving or propelling any motorcycle, upon the securing of a license from the said city of Aurora, shall be presented by the city clerk of said city, with two plates or cards, bearing the same number, which plates shall be attached to said motorcycle, as hereinbefore provided.

Sec. 7. It shall be unlawful to operate, ride, drive or propel, in, along or upon any street, alley or public highway any motorcycle or motor-tricycle with the muffler cut out in use, or by so operating said vehicles so as to produce loud and unnecessary noises.

Sec. 8. If any person, firm or corporation owning a motorcycle or motor-tricycle holding a license for operating the same from the city of Aurora, shall sell, or dispose of said vehicle to any other person or persons, it shall be necessary for the person selling the said vehicle to notify the city clerk of said city of the said sale and secure the change of registration in said record book, as hereinbefore provided. Should any person, firm or corporation fail to so notify said city clerk of such sale or change of ownership of said motorcycle or motor-tricycle, the original holder of said license shall be held responsible until such change shall be duly made in record book in the office of the city clerk.

Section 9. And it shall be unlawful for any person or persons to operate, ride, drive or propel, in, along or upon any street, alley or public highway within the city of Aurora, any motorcycle or motor-tricycle at a speed exceeding eight (8) miles per hour.

Sec. 10. Any person, firm or corporation violating any of the provisions of this ordinance, shall upon conviction thereof, be fined not less than five dollars ($5.00) nor more than one hundred dollars ($100.00) for such offense.



Lapize Breaks a World's Record.

After standing on the record books for practically two years, the world's amateur paced record of 77 kilometres 728 metres has been wiped from the slate by O. Lapize who, until he finished third in the 100 kilometres race at the Olympic games, was an unknown rider. Lapize's record-breaking ride was accomplished at the Parc des Princes track, Paris, September 26th, and in the hour he covered 82 kilometres 758 metres, equivalent to 51 miles 691 yards. Bardonneau's record was 47 miles 1,662 yards. Lapize got away well and covered the first 10 kilometres in 7:42. His time at 50 kilometres was 36:30⅖, having covered in the half hour 41 kilometres 161 metres. Bardonneau, the former holder, was present to see the ride, which was officially timed by Edouard de Perrodil.

Butler Loses His First Race Abroad.

Nat Butler made his season's debut at Paris on September 27th, in a 100 miles paced race against Darragon, Walthour and Contenet. The veteran did well considering the fact that he had only been in Paris three days before the race. In the first 10 kilometres Darragon lapped Walthour twice and Butler seven times and from until the finish the position was Darragon, Walthour and Butler, Contenet never being a serious contender. At the finish Darragon led Walthour by 36 laps and Butler by 66 laps. Darragon's time for 100 miles was 2 hours 15 minutes 5⅖ seconds, the time for the intermediate distances being as follows: 10 miles, 0:12:49⅗; 20 miles, 0:25:06⅖; 25 miles, 0:31:22; 50 miles, 1:04:31⅖; 75 miles, 1:39:17⅕.

Milan Offers Big Prizes at New Track.

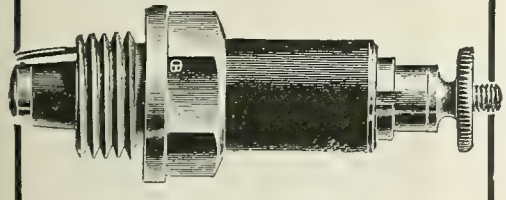
The new track at Milan, which is modeled after the velodrome D'Hiver, Paris, has been completed and will be opened this month. The promoters evidently intend to give track racing in that Italian city a big sendoff, as the prize money for the opening meets amounts to $3,000, this exclusive of bonuses that will be paid visiting cracks.

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Munroe Again to "Take on" the Horses.

Ben Munroe, whose chief claim for distinction rests in the fact that he happened to be Robert J. Walthour's partner once when the latter won a six days race, has stepped out into the limelight again, the calcium being turned on Memphis at the present time.

Munroe lives in Memphis part of the time and because of the above fact Tennesseeans may be pardoned if they regard "Benny" as a sort of a hero. Munroe's luck in being hitched up with Walthour when the latter won the six days race resulted in Memphis being mentioned in the New York newspapers and "Benny" hasn't let the natives forget that fact in the five years since then.

When Munroe doesn't have to work he divides his time in riding for brides, it being a well known fact that Munroe has ridden for no less than six brides in his career, but whether he married them all is not stated; pedaling daringly against horses, and telling all who will listen about the time he rode with Walthour.

Now, Bennie has gone back to his first love, according to a Memphis paper, which goes on to say:

"After winning laurels on nearly every track in the United States and finishing up his career by adding the six days race at Madison Square Garden, with Bobby Walthour of Atlanta, and making a declaration that he had retired from the game, Benny Munroe was affected by the attractiveness of his first love, and has decided to get back into the game."

Benny has a manager now—W. S. Sanderson—and they intend to go circuit chasing on the southern county fair route.

Benny's latest stunt will be one of his earlier games—riding against horses. Thus does history repeat itself. The Memphis "speed marvel" has been putting in some hard licks training over the roads and expects to defeat any of the country fair 2:20 steppers that are lined up against him.

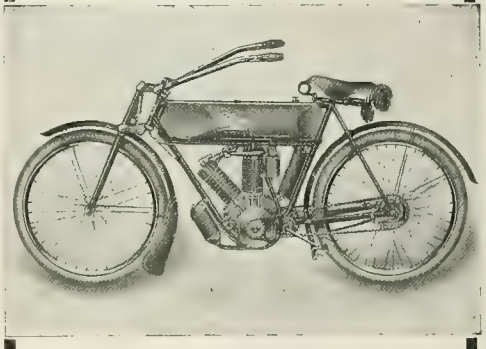
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¶At Los Angeles, September 9th, the Thor Twin, ridden by Shafer, that broke World's Record from 23 miles up, maintained regular and even speed for the hour.

¶The Thor Twin at the Third Annual Endurance Contest of the Chicago Motorcycle Club, September 14th and 15th, and the Elimination Run, September 20th, 21st, 22d and 23d, outclassed seven other makes. In this test the Thor Twin was the "Survival of the Fittest."

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BARRY RUNS AWAY WITH THE MUG

Ten Minute Marker Wins Easily in St. Louis Road Race—Freeman Gets Time Prize Despite a Spill.

Although it was only a club affair, there wasn't a race held in St. Louis since the memorable inter-club race between the Century Road Club (of St. Louis) and the St. Louis Cycling Club, in 1896, that was watched with as keen an interest as the event of Sunday last, 4th inst., over the Olive street road from a point one mile west of the city limits to Hilltown, a distance of 13.6 miles. Indeed, shortly before noon something in the neighborhood of $100 in cold, hard earned cash had changed hands.

The race was to have started at 9 a. m., but the limit man was not dispatched until 10.15, because the inspection committee reported that the automobile that was engaged to carry out the contestants' clothes, and a number of officials, was in bad running order. The delay was occasioned to give the machine plenty of time to "get there," so that the contestants would not reach the finishing line ahead of the officials, as was the case two years ago.

In allotting the starts the handicapping committee pursued a policy that left no room for individual complaint. They sought the opinion of the entrants and then placed them on the marks and with such riders as they requested, because it seems there were so many who had become of the idea that they could really ride as fast as the "next fellow." Thus of the six that were on scratch, there were three whom the handicappers thought had really no business back there.

For first prize, there was a loving cup, presented by John A. Long, Jr., a former member of the club, who last spring resigned and took up motorcycling, and who now celebrates his return to pedalling by offering a fine loving cup under the condition that it must be won twice before it becomes the permanent property of any one individual.

The first name to adorn the mug will be that of William Barry, one man who made no request to the handicappers, who gave him the very generous start of 10 minutes, owing to the poor exhibition he made at the Belleville meet last May. Barry earned the token in 43 minutes and 45 seconds, a whole lot quicker than was necessary, for he nearly had time to wash and dress before Joseph Parks and B. C. Hopkins went by in the order named for second and third place, and third and fourth time. Both were 4-minute men, rode together the entire way and made a sprint of about a mile in length, once they sighted the church steeple of Hilltown.

By far the greatest attention was centered on the six scratch men. There was Robert Bersch, who had won a number of prizes so easily in the last two years that he thought it really wasn't necessary to train to trim the average St. Lonisan. Before the first mile had been covered, Bersch, through the dusty atmosphere, could see five bicycle riders getting further and further away. Ere two miles had been traversed H. E. Blue, winner of the last Forest Park road race, and who complained that it was an "off day" with him earlier in the morning, "Blue up." The gentlemen who were responsible for the fast life that was being led were J. B. Freeman and Fred Windt. After three miles had been unreeled, and the remaining four were coming up the long grade from Olivette, Windt, who was pacing, called for J. H. Anderson to come in front; through a slight misunderstanding of signals, Anderson ran into Windt's rear wheel, upset, and in turn threw George R. Anderson and J. B. Freeman, who were following in the order named. Windt in a very fine spirit of sportsmanship waited for the unfortunates to disentangle themselves and remount. J. H. Anderson's machine was smashed so badly that he was forced to quit, but Geo. R. Anderson and Freeman, notwithhstanding that that they were badly scraped and shaken up, continued, Freeman eventually winning the time prize in 40:54, beating the sportsmanlike Windt by the slight margin of one-fifth of a second.

Geo. R. Anderson needed four more minutes, partly because he required the entire width of the road after the mixup, his need of the whole road being occasioned by the fact that his wheels were about eight inches out of line.

Two names on the program made the "grand-daddies" of cycling smile. They were good old Gus Laeffel, who, though often heard from had not been seen on the road for many a day, and "never-quit" Geo. Tivy, who has been trying to win a race so long that the oldest cycling inhabitant cannot remember when he began.

The summary:

		Hdcp. Min.	Time. M. S.
1	Wm. Barry	10	43:45
2	Jos. Parks	4	42:02
3	B. C. Hopkins	4	42:02⅕
4	Jos. McKim	7	45:19
5	B. H. Feldman	7	45:34
6	Wm. Sturm	7	46:02
7	Wm. Wallace	5	44:03
8	L. Tidd	15	55:02⅕
9	Geo. Tivy	8	48:16
10	J. B. Freeman	scratch	40:54
11	Fred Windt	scratch	40:54⅕
12	H. G. Wolzendorf	6	47:35
13	C. B. Jansky	10	51:57
14	H. J. Hirschman	7	49:35
15	A. J. Schmidt	6	48:55
16	Geo. R. Anderson	scratch	44:00
17	Chas. Parker	5	50:15
18	C. L. Barr	6	51:53
19	R. M. B. Tidd	7	52:53⅕
20	Robt. Bersch	scratch	46:54
21	Geo. H. Breinig	4	51:31

Time Prizes.

1	J. B. Freeman	scratch	40:54
2	Fred Windt	scratch	40:54⅕
3	Jos. Parks	4	42:02
4	B. C. Hopkins	4	42:02⅕

FAST MILE A THRILL FOR NORFOLK

Anderson Covers Half-Mile Track Twice in 1:01½—Eph Ball Wins the Norfolk Championship.

Usually a crowd does not enthuse to any great extent over exhibitions and trials against time, but when J. Boyd Anderson, of Elizabeth City, Va., on a 5 horsepower Indian, covered two laps on the half mile track at Norfolk on Thursday of last week, 1st inst., in the remarkable time of 1 minute 1½ seconds, the spectators rose with one accord and gave the daring rider probably the greatest ovation he ever had received.

If the time is correct it is truly remarkable and is one of the fastest performances ever made on a half mile dirt track by any kind of vehicle. The time has not been verified, but all the Norfolk papers agree upon the number of seconds it took the Elizabeth City rider to cover two laps. Later Anderson gave an exhibition half mile in 40¾ seconds and ran five miles against time in 6:39.

The principal competitive event was a two miles for the "championship of Norfolk," which drew a large number of starters. Eph Ball, the Indian agent in Norfolk, rode his 3½ horsepower machine to victory in 2:36.

S. G. John, of Richmond, won the two miles for singles in 3:11½, and Anderson captured the two miles open pursuit by covering the distance in 2:21. The five miles pursuit between Johnson and B. B. Bibbins, of Richmond, on a Light, ended when Johnson overhauled and passed him at 4⅜ miles. He finished the five miles in 6:52. The summaries:

Two miles for singles—Won by S. G. John, Richmond. Time, 3:11½.

Five miles against time—By J. Boyd Anderson, Elizabeth City, 5 horsepower Indian. Time, 6:39.

Two miles for championship of Norfolk—Won by Eph. Ball, Norfolk, 3½ horsepower Indian. Time, 2:36.

Two miles pursuit—Won by J. Boyd Anderson, Indian. Time, 2:21.

One-half mile against time—By S. G. Johnson, Richmond. Time, 0:46.

One-half mile against time—By B. B. Bibbins, Richmond, Light. Time, 0:45.

One-half mile against time.—By J. Boyd Anderson, Indian. Time, 0:40¾.

One mile against time—By J. Boyd Anderson, Indian. Time, 1:01½.

Five miles pursuit—Won by S. G. Johnson; second, B. B. Bibbins, Light. Time, 6:52.

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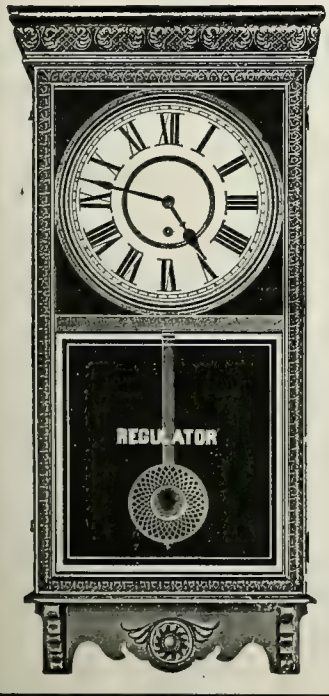
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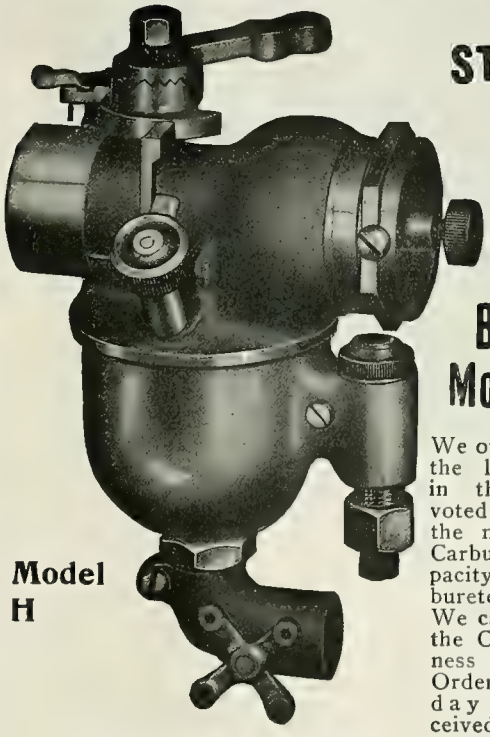


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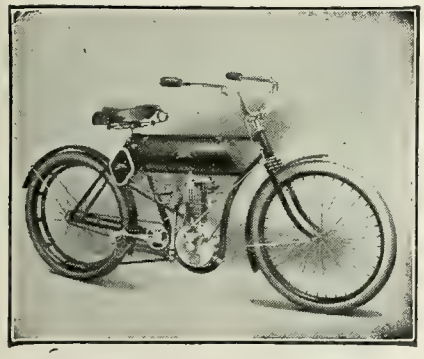
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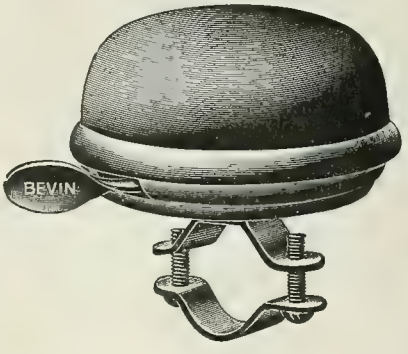
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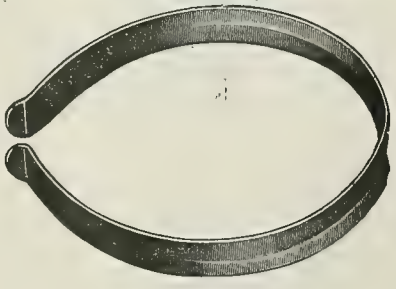
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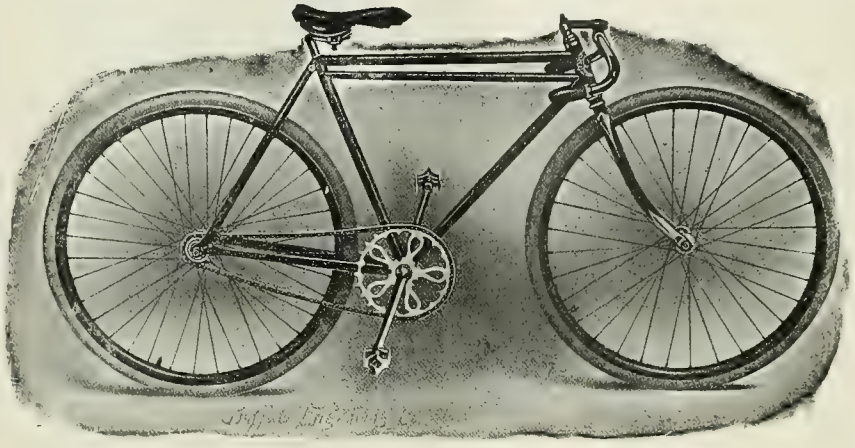
EASTHAMPTON, CONN.

To Men Possessed of Unbiased Minds

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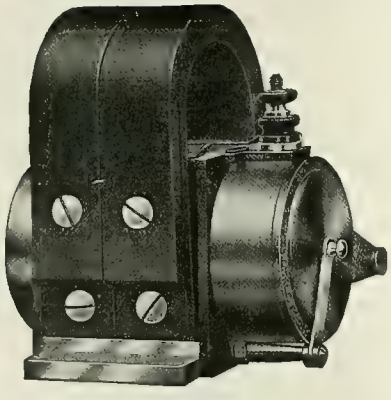
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To this magneto the designer has given the best of his ripe experience. In convenience, accessibility and reliability, it is a step in advance of anything heretofore shown.

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WHY IS THE

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THE ONLY MOTORCYCLE

which does not increase the revenue of the dental profession?

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J. A. Leonard, bicycle dealer of Wellsville, N. Y., writes us:—

"I am sending you the names of fifteen bicycle riders who have purchased Pathfinder Tires of me. These have bought from one to two tires each and are well pleased with them. They have proven to be excellent tires. I am sending an order for more Goodyear Pathfinder Tires. Please rush as I do not wish to get out of them."

This is a sample of the kind of letters we are getting from live dealers every day. We have more than 300 dealers—one to a town—all over the country, who write us that the Goodyear Pathfinder is the readiest seller they ever handled. There mus be a reason. Find out. You write us if we are not represented in your town, and see what a money-making opportunity there is in it for you. Be the live wire—for wide-awake dealers certainly are quick to see the advantages of handling the Goodyear Pathfinder. Start a letter to us today.

Ask us for a section of the Pathfinder Tire. You will see why the Pathfinder pleases riders so well—why it is a durable tire and easy riding tire as well.

In the Pathfinder Tires only the best materials are used. That is why they last—*but*

To this wearing strength we also unite by the Special Goodyear construction easy-riding quality called "resiliency."

Goodyear Pathfinder Tires are made of gum as nearly pure as possible in a bicycle tire which will vulcanize properly.

The fabric is Egyptian of a special close weave, which, while very pliable, is of great strength.

Examine particularly the Pathfinder Tire's cover. It will be good and strong when others have been worn out and thrown away.

Yet the Pathfinder yields and springs in your hands.

The Reinforcing strip is made of toughened rubber prepared by our own patented process which preserves the resiliency while giving the most stubborn resistance to wear.

The rim side of the Pathfinder is pebbled so as to give the rim cement a tight grip and thus prevent creeping.

You can *repair* the Pathfinder Tire. This is another great feature of economy. Many bicycle tires cannot be repaired. The first break means that they will have to go to the junk pile.

It pays to sell a good tire. You have it in the Pathfinder. You can offer it at a price that will attract everyone.

PATHFINDER MADE BY GOODYEAR TIRE & RUBBER CO. AKRON, O.

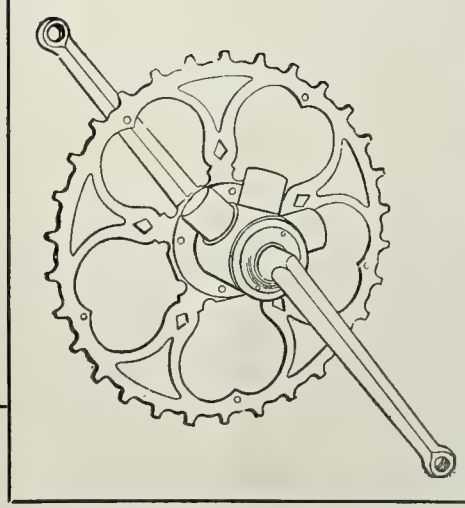
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is not only the
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WE are now delivering the "Forerunner" models for 1909 single and double cylinder motorcycles; come and see them, they are the candy. 20-in. frame, roller bearing connecting rod, improved engine, greater power, double grip control, luxurious cushion fork, French gray enamel. TIGER CYCLE WORKS, 782 Eighth Ave., New York.

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are the most satisfying chains ever applied to
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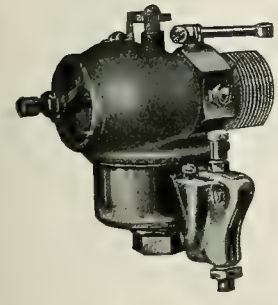
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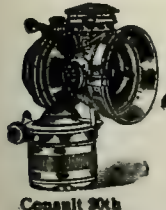
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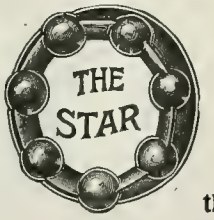
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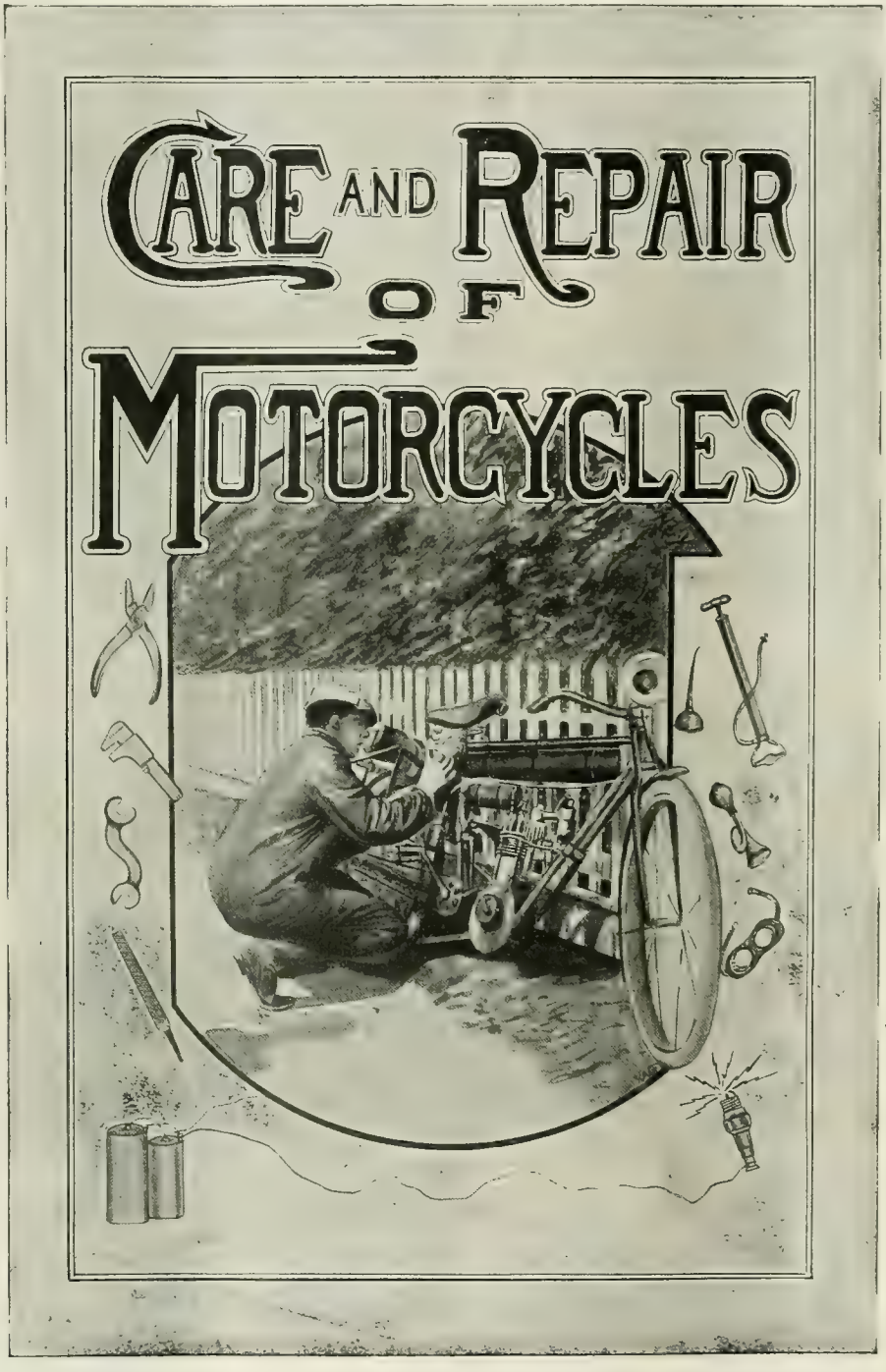
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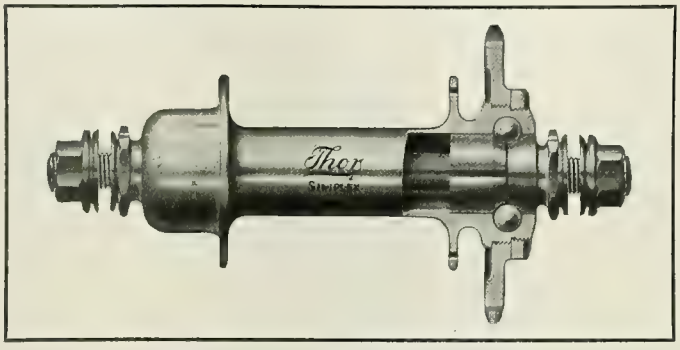
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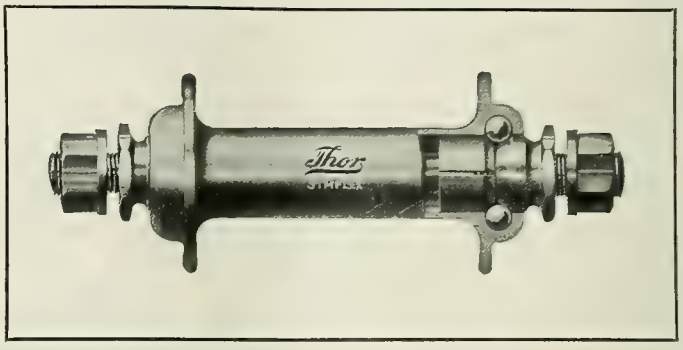
rests not only in our having made good tires but in maintaining the same irreproachable quality year after year. Adherance to that policy has served not only to increase our own business each season but to increase the business of all who handle our tires. Are you one of the number?

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Mr. Bicycle Dealer:—Give your customer the best bearings in his hubs—those that will stand up and run easiest—you will satisfy him. Demand Thor hubs on the bicycles you get from your **manufacturers** or **jobber.** You have a right to demand **satisfaction for your customers.**

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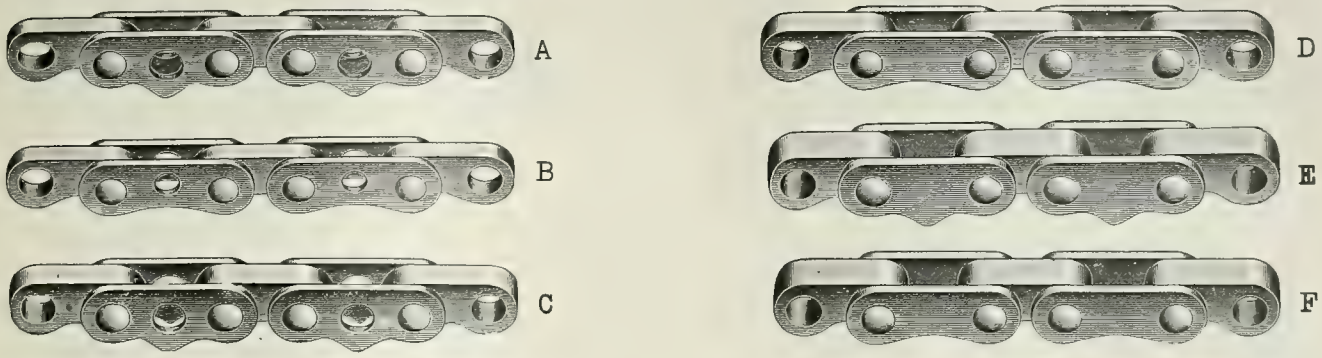
AJAX
TIRES

are great tires.

AJAX-GRIEB RUBBER COMPANY

57th Street and Broadway **New York City**

Factories—TRENTON, N. J.



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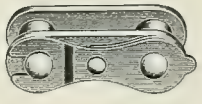
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Roller or Bushing Type



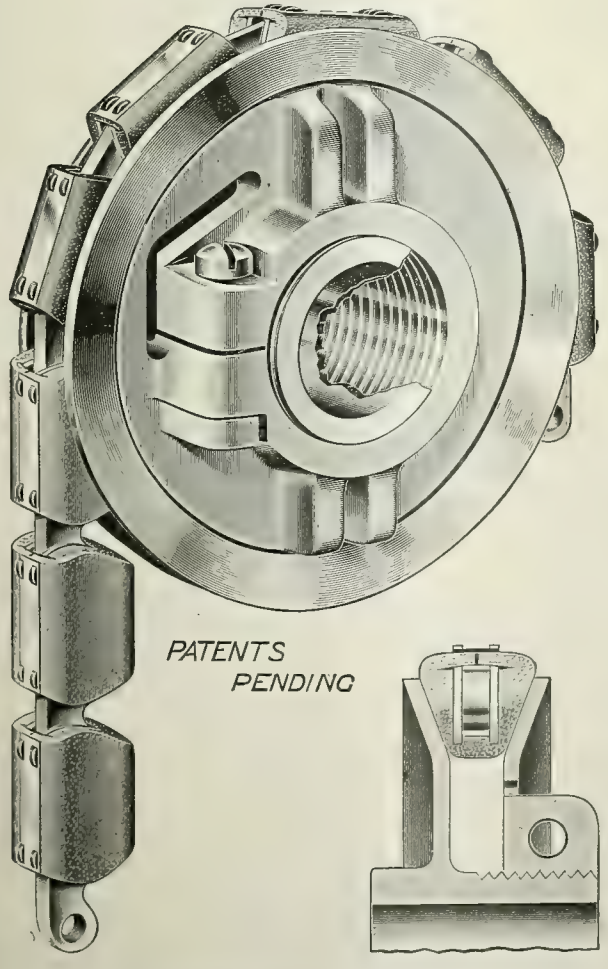
For Motorcycles, etc.

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PATENTS PENDING

This is the New

"WHITNEY" CHAIN BELT AND Special Adjustable Pulley

FOR MOTORCYCLES,
COOLING FANS,
OILING DEVICES, Etc.

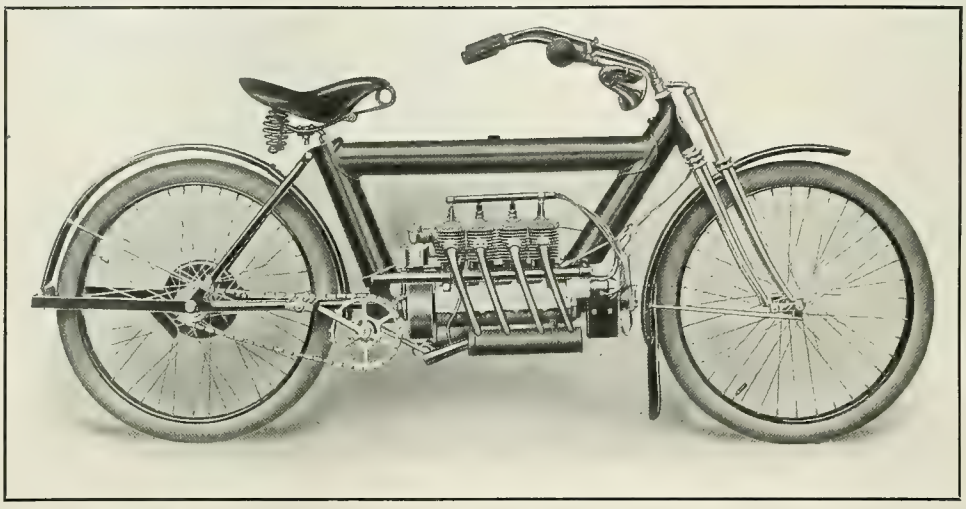
The belt is composed of center blocks, rivets, special side links and leather covers having special form and suitable locking plates. Only the leather comes in contact with the grooved pulleys and the drive is therefore noiseless. The steel chain construction makes the belt absolutely flexible even when running over a pulley of small diameter and it eliminates elongation due to stretch which has been experienced with other types of belt drive.

By means of our Adjustable Pulley the Chain Belt may be given the exact tension required without the use of an idler pulley and without any provision for an adjustment between the centers of the pulleys. The flanges of the pulley are brought together to tighten the chain or separated to loosen same and the adjustable flange is locked in position by the binding screw shown in cut.

The Whitney Mfg. Co.

HARTFORD, CONNECTICUT

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A paying combination:

PIERCE
Bicycles

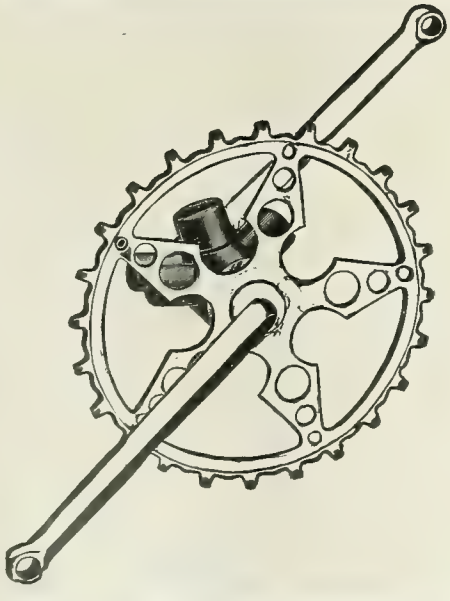
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Motorcycles

A dealer can make handsome profits by handling these lines only. Why not have the agency as a part of your business.

Contracts for 1909 now ready. If interested in either bicycles or motorcycles, write us at once.

THE PIERCE CYCLE CO., Buffalo, N. Y. ▭ DENVER AND OAKLAND

DON'T TAKE "NO" FOR AN ANSWER



THERE IS NO
SOUND REASON

why any reputable bicycle manufacturer should refuse to fit

Fauber Crank Hangers

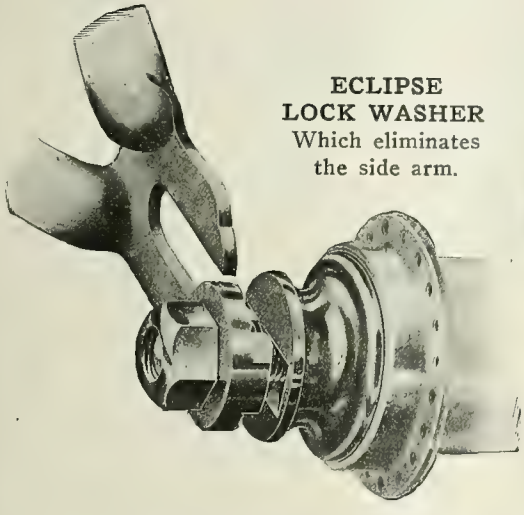
when they are called for by his trade. Call for it!

GREAT WESTERN MFG. COMPANY, Laporte, Ind.

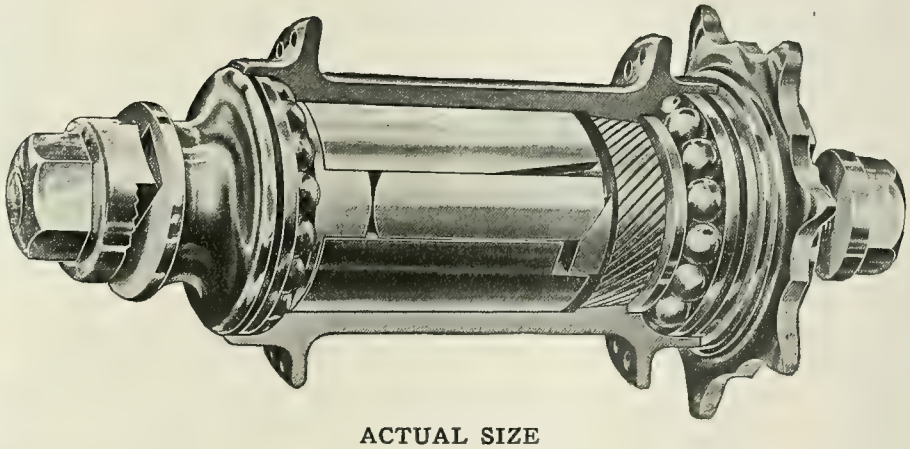
About Armlessness

It is one thing to design and produce an armless coaster brake. It is quite another matter to eliminate the sidearm and yet retain its advantages. There is one coaster brake, and one only, of which the latter is true—

THE ECLIPSE



ECLIPSE
LOCK WASHER
Which eliminates
the side arm.



ACTUAL SIZE

The coaster brake which has set a new and higher standard for coaster brakes.

It does not depend on the tightness of the axle nuts to hold its mechanism secure, and prevent it from "spinning around" and crumpling the rear frame of the bicycle to which it may be applied. With the Eclipse, axle nuts may work loose and no damage or repair bills will result. That lock washer "does the business" and does it effectively. It makes armlessness thoroughly practical, not merely while the nuts hold tight, but for all time and under all conditions. It makes a coaster brake with a side arm appear archaic, and its armlessness is but one of the many twentieth century developments that has made the Eclipse the sensation of the cycle industry—one that adds "class" to bicycles and makes new business for dealers. We are issuing some interesting literature on the subject. Is your name on our mailing list?

ECLIPSE MACHINE COMPANY, Elmira, N. Y.

HAVE YOU NOTICED?

¶ In every big event that tries the reliability, power and speed of fully equipped motorcycles, the

Excelsior WINS

¶ In the Chicago Motorcycle Club Reliability Run from Chicago to Kokomo and return, 415 miles in two days. In a field of 18 starters

3 were Excelsiors
EIGHT FINISHED
3 were Excelsiors

and all with perfect scores.

¶ Thus is proven the quality of the Excelsior stock machine, exactly as it is delivered to every customer without special preparation or equipment.

¶ No Excelsior is better than any other, but all are better than any other make.

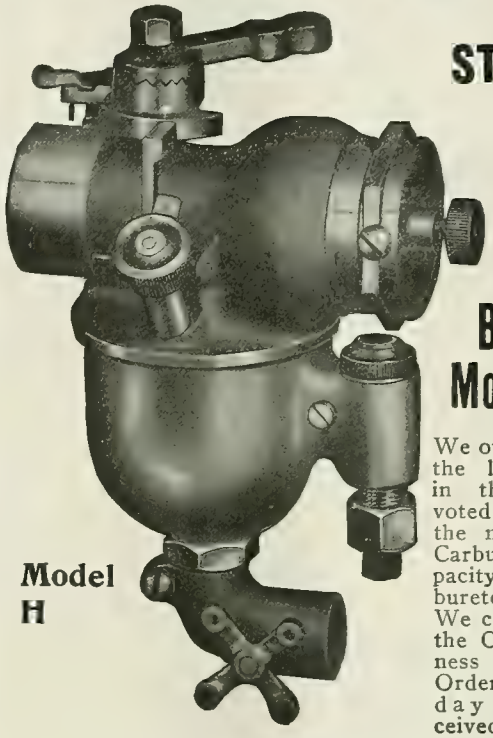
¶ Our catalogue M. C. 20 tells you why. Write for it.

EXCELSIOR SUPPLY CO.

233-37 Randolph Street, CHICAGO, ILLS.

Established 1876

THE SCHEBLER CARBURETER



Model H

STANDARD OF THE WORLD

Built for Motorcycles

We own and operate the largest factory in the world devoted exclusively to the manufacture of Carbureters. Capacity 20,000 Carbureters a Month. We can take care of the Carbureter business of the world. Orders filled same day they are received.

WHEELER & SCHEBLER, Manufacturers

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ALL READY FOR 1909 BUSINESS

1909 MODEL

Pope Bicycles

THE 1909 Pope Bicycles in design, in improved construction, in new features and in variety of equipment will prove a revelation to the trade. Nothing has been left undone to produce bicycles which offer greater value than any other machines ever turned out. There are bicycles for every kind of service and there is a wide range of prices. With the exception of rims and tires, the complete bicycles are made at our Westfield Factory—not merely assembled there out of parts bought outside. Our traveling men who are now out and on their territories will advise dealers of the date of their arrival. We confidently assert that no dealer can afford to close his contract for the season of 1909 before talking with our traveler or hearing from us direct. We invite correspondence with dealers in unoccupied territory and with any dealer who cannot await the arrival of our traveling men.

Every line gone over with painstaking care and improved up to the moment.

The best and most profitable agency proposition ever offered.

All bicycle manufacturing centered in one great plant at Westfield, Mass.

Traveling men out and on their territory.

The largest, most complete, best illustrated and handsomest bicycle catalogs in many years.

An aggressive, liberal policy supplementing the efforts of our dealers.

The finest kind of office and factory service.

The largest and finest bicycle factory in the world.

Pope Manufacturing Co.
HARTFORD, CONN., U. S. A.

THE FINEST BICYCLES EVER MADE

Columbia
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Monarch
Crescent
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Always Better Than The Rest

The 1909

RACYCLES

are better than ever. The changes and improvements that we have adopted for these wonderful machines make them more valuable than ever to Racycle agents. We are ready with full particulars, both as to construction and 1909 prices, and will be glad to correspond with any and all dealers regarding the agency.

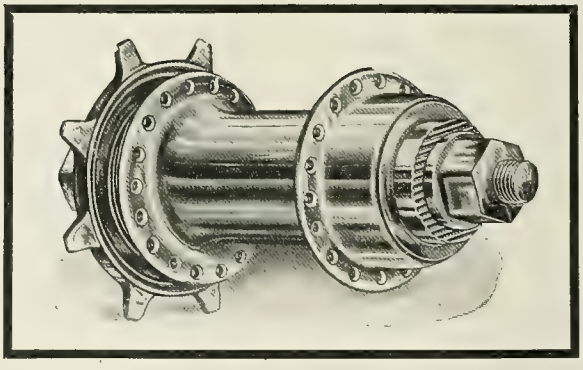
Ask about "The Racycle Ride-about"

THE MIAMI CYCLE AND MFG. CO., Middletown, Ohio

F. M. JONES, Pacific Coast Representative, Sacramento, Calif. ELYEA-ANSTELL CO., Southern Distributors, Atlanta, Ga.

Look What's Here! "THE ARMLESS WONDER"

No Side Arms
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Lightest in Weight
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The Musselman Coaster Brake

Its first year on the market has proved it, beyond any question, to be mechanically perfect. We have hundreds of letters, from riders and dealers, proclaiming it the most satisfactory coaster brake ever made

It is easy to sell bicycles equipped with Musselman Brakes.
Be sure to specify "Musselman" for your coaster brake equipment.

For sale by all leading jobbers. Write for free descriptive circulars and 1909 prices.

THE MIAMI CYCLE AND MFG. COMPANY, Middletown, Ohio

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVIII | New York, U. S A. Saturday, October 17, 1908 | No. 4

LIGHT AND MERKEL AMALGAMATE

New $150,000 Company Acquires Both Motorcycle Properties—Merkel Moving to Pottstown—Officers and Plans.

Negotiations to that end which have been in progress for several months finally have resulted in the amalgamation of the Merkel Motor Co., of Milwaukee, Wis., and the motorcycle department of the Light Mfg. & Foundry Co., of Pottstown, Pa., under the title of the Merkel-Light Motor Co., with headquarters at Pottstown.

The new company has been incorporated under the laws of Pennsylvania with a paid up capital of $150,000, and already has purchased and taken title to the Merkel plant and to the Light motorcycle factory building and its equipment, the deal in no way involving the Light company's old established foundry and casting plant or business. Each party to the consolidation takes care of its own book accounts, thus permitting the new company to start with an absolutely clean and unincumbered sheet.

The officers of the Merkel-Light Motor Co. are as follows: E. S. Fretz (Light), president; J. F. Merkel (Merkel) vice-president; J. R. Ball (Merkel), treasurer; G. W. Sherman (Light), secretary. Board of directors, M. R. Cassell, F. Brandt, and G. W. Sherman, representing the Light interests, and J. C. Rugee, J. R. Ball and J. F. Merkel, representing the Merkel interests.

The Merkel plant will be removed to Pottstown and set up and consolidated with the Light equipment in the big brick five-story factory building which the Light motorcycle department has been occpying and which is separate and apart from the Light casting plant. J. F. Merkel will have entire supervision of the mechanical end of the new company, while J. R. Ball will be general manager of the business department.

The manufacture of both the belt-driven Merkel and the chain-driven Light will be continued and with the expansion and new capital and concentrated energy effected by the amalgamation, the sale of both types will be pushed with uncommon aggressiveness, and as every part of both machines will be produced at Pottstown, every advantage will be taken of the fact.

Wright Reports Northwest All Right.

Charles F. Wright, of Ballou & Wright, the Portland (Ore.) jobbers, was among the trade visitors in New York this week. He reports that the accessory business in the Northwest has more than held its own and that though the sale of bicycles has diminished slightly, so far as his firm is concerned it has been more than made up by the increased demand for motorcycles. His firm is handling the Indian in two States.

To Complete Organization Next Tuesday.

The meeting of the Motorcycle Manufacturers Association, at which permanent organization will be effected, will be held in Detroit on Tuesday next, 20th inst. It is understood that George M. Hendee, head of the Hendee Mfg. Co., to whom the presidency of the organization has been tendered, probably will accept the office.

Four More Get Space at Show.

Four additional exhibitors have applied for space in the motorcycle section of the forthcoming automobile show in Madison Square Garden, New York. They are the G. H. Curtiss Mfg. Co., Crouch Motor Co., New Era Gas Engine Co., and the Aquatic Cream Separator Co. This leaves but one unsold space in the section.

G & J Plans Addition to Plant.

The G & J Tire Co. are making ready to construct a large addition to their plant at Indianapolis; some $50,000 will be expended on the new building.

The Retail Record.

Gainesville, Fla.—Baker Cycle Co., sold out to J. L. Chesser.

OPTIMISTIC ABOUT THE TRADE

Causes of Falor's Enthusiasm—Stimulating Effects of Good Tires and the Growing Army of Young Cyclists.

S. A. Falor, sales manager of the Goodyear Tire & Rubber Co.'s bicycle tire department, blew into New York on Monday last, and if every man in the bicycle business brought with him even one-half of Falor's enthusiasm and general good cheer, there would be no long faces apparent. He has been spending much of his time on the road, going as far west as Denver, and declared that he could not complain even if he were inclined to do so.

"From the Goodyear standpoint," he remarked, "there's nothing the matter with the bicycle business. It's great. The best move we ever made was when we cut loose from the cheap tire. It's a mighty expensive and a mighty unsatisfactory article, as we learned to our cost. Nowadays we can go into a store and the owner is likely to hand out a cigar or offer to buy a drink, while the man who sells cheap tires uusally has to listen to a tale of woe and do a lot of explaining and apologizing. Yes, siree; it pays to make good tires. And say," suddenly broke off Falor, "have you noticed the number of youngsters who are riding bicycles this season?" Like some other far seeing men the importance of the juvenile trade is somewhat of a hobby with Falor. He preaches the gospel wherever he goes.

"Never saw so many boys on wheels as this year," he went on. "They are 'the people'; they are the ones who radiate enthusiasm. If I was selling bicycles, I'd put a real high grade bicycle in every high school in town, even if I had to give it to the right lad. I believe I'd get my money back with good interest. It is a pity that more dealers are not alive to the far-reaching effects of youthful enthusiasm."

CHANGES MARK POPE 1909 MODELS

Frame Lines, Crank Hangers and Minor Details Undergo Refinement—Old Concern Emulates the Early Bird.

Earlier by months than in any previous year and with manufacturing and selling arrangements fully completed, the Pope Mfg. Co. last week gave the order which scattered their travelers to the four winds, in which directions they now industriously are acquainting dealers with the 1909 Pope bicycles, all of which hereafter will be made at their Westfield (Mass.) factory. The company has been quietly preparing for this move for the past several months so that the beginning of the new season finds everything in a fine state of preparedness. The line between the Pope bicycle and automobile departments has been drawn even more distinctly. The bicycle department is a large and well managed one, and some of the old Pope "fire" again is animating it; one indication of it is the promise of large and finely illustrated catalogs similar to those issued in the long ago, instead of the mere price lists to which the trade too generally has drifted.

Manager J. F. Cox, of the bicycle department, recently returned from a two months' trip, during which he called on his principal dealers and reports that the contracts which he closed and the assurances given him point unmistakably to a splendid business during 1909.

The Pope bicycles themselves incorporate a number of improvements. The Columbia, Rambler, Cleveland and Tribune lines each have $100, $80 and $75 chainless bicycles, and $50, $40, $30 and juvenile chain machines, while the Crescent, Monarch and Imperial machines will be made in $40 and $30 grades, with a $50 cushion frame machine, and juveniles to complete the lines. The popular Fay juveniles also will be made in even greater quantities.

Among the improvements are new frame lines with increased wheel base and greater rake, improved crank hanger construction on Columbias and Ramblers, the use of ball spokes on $40 Columbias, option of steel rims, a new rubber grip, a wider variety and high quality of saddles and handle bars, new and better tire equipment on $30 machines, improved bearings, and improved nickel and enamel.

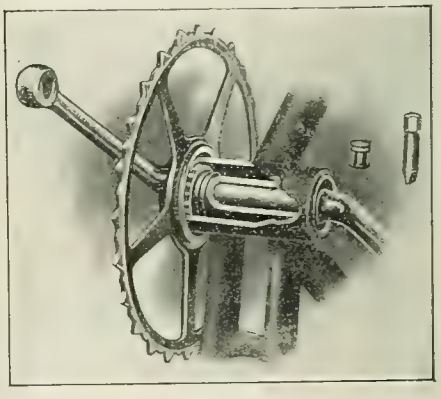
Perhaps the important change lies in the Columbia crank hanger construction. Instead of the wedge and slot method of joining the crank axles, the company has after a test of thousands of miles of rough riding, brought the axles together, as shown in the accompanying illustration. A perfect union with a large bearing surface is thus obtained and as there are no small weak



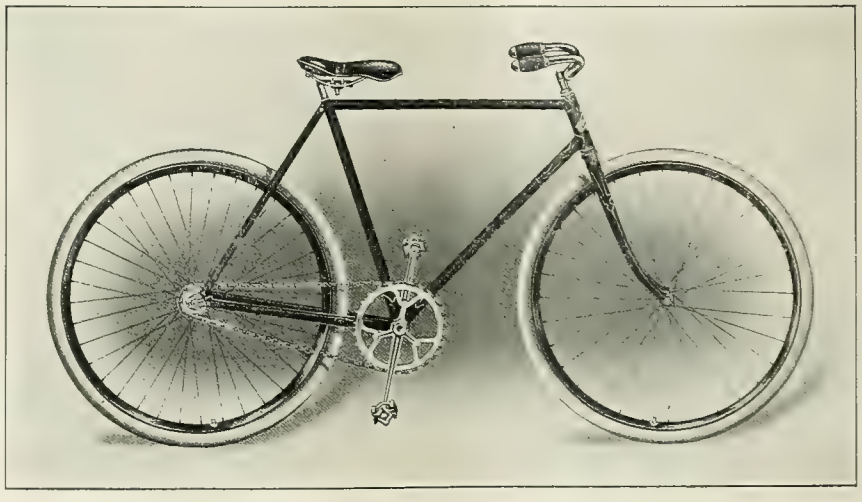
1909 COLUMBIA, $50



COLUMBIA CUSHION FRAME CHAINLESS, $100



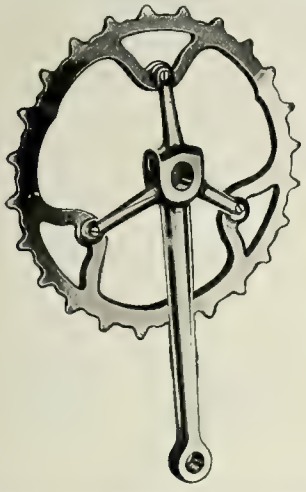
COLUMBIA IMPROVED CRANK HANGER



1909 RAMBLER, $40

parts on which an undue strain might fall there is nothing to break if, through inattention, the cranks should become loose.

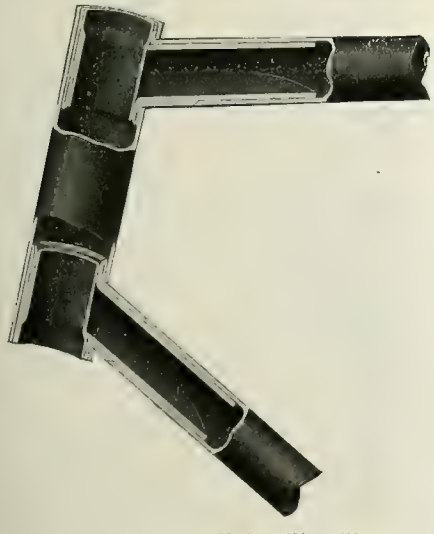
The Rambler hanger also has been materially improved. The sprocket arms are this year slightly heavier and are now held to the sprocket by bolt and nut, the attachment being made still more secure by countersinking the sprocket so that the arms



IMPROVED RAMBLER CRANK HANGER

fit in snugly and cannot move. A new and very neat construction on the left side of the hanger replaces a less satisfactory one.

The Pope method of flush joint construction has been carried out in greater detail.



POPE FLUSH JOINT CONSTRUCTION

The branches are longer than are commonly used, acting as a further reinforcement and stiffening the head as well, while the large brazing surfaces constitute an advantage that is not to be gainsaid.

Cork Washers for Bicycle Use.

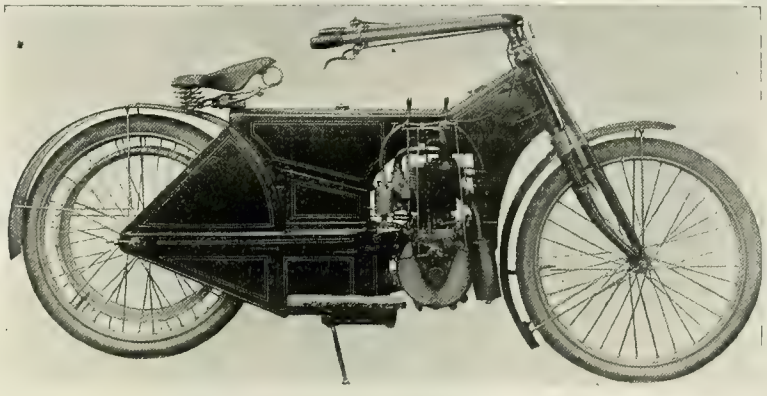
In the new Eclipse coaster brake, the Eclipse Machine Co. is employing cork washers in those places where it is customary to use felt washers. It is the first known instance in which the cork article has been employed for bicycle use. Unlike felt, cork does not become saturated with oil.

FEATURES OF THE MIDGET BICAR

Wherein Most Recent Arrival from Abroad Departs from Usual Practice—Why Channel Iron Frame is Used.

It transpires that the Walton Motor Co., of Lynbrook, N. Y., has secured not merely the American agency for the Midget Bicar, as first reported, but that they have purchased the sole rights of license and manufacture for all of North America.

The single cylinder model of the Midget, which, incidentally, first was exhibited in London in 1904, is shown by the accompanying illustration. Its design is distinctive, the absence of pedaling gear and of the lower diagonal or loop ordinarily employed in motorcycle construction and the enclosure of all parts save the motor, giving the



THE MIDGET SINGLE CYLINDER BICAR

machine an unusual appearance. The metal used for the frame itself also departs from general practice; it is channel steel, instead of tubing, which latter, the makers claim, is too prone to crystalization and breakage. The front forks are of the girder type. In the single cylinder models, the 3½ horsepower mechanically operated Fafnir engine and the Fafnir carburetter are employed, and in the twins, either 5 horsepower Peugeot or Sarolea motors, with the Longuemare and Sarolea carburetters, respectively. The power is transmitted by V-belt, the option being afforded of either leather or rubber. Dry cells, with either vibrating of non-vibrating coil, constitute the ignition system. Cells nad coil are stored in enclosed compartments. The fuel capacity is unusually large, the tanks having room for 2½ gallons of gasolene. The rear brake is novel in that it is operated by a foot lever and acts on the belt rim.

The Bicar is pedalless, as stated, running boards being provided for foot rests, and as 26-inch wheels are employed, with the low-built frame, it is possible for a man of comparatively short reach to straddle the machine with both feet on the ground. The absence of pedalling gear and the design of the rear brake permits the rear wheel to be removed from the frame merely by loosening three nuts and the unique form of stand allows either the rear or the front wheel to be "jacked up" when tire repairs are made necessary. The use of draw-back bolts for tightening the belt is another unique feature. It permits the belt to be adjusted in the same way that ordinary cycle chains are adjusted, the back brake being brought back with the wheel and kept in adjustment by a torque rod. This does away with the necessity for an idler pulley when adjustable pulleys are used, as the slots at the back are 2¾ inches long and allow for ample take-up in the belt, when the gear is reduced.

Among the "extras" offered are high tension magneto, spring fork, adjustable pulley, Fafnir two speed gear and a swinging device which permits the engine to be swung clear of the frame for examination.

Cab Strike Caused Call for Bicycles.

Although it might not be expected that a strike of taxicab drivers would influence the demand for bicycles, the strike of those brick-throwing personages which has more or less disturbed New York during the past week or two, was responsible for the sale of at least 20 bicycles one day this week. E. J. Willis, the New York dealer, filled the order. A telephone message from the taxicab office informed Willis that 20 bicycles, equipped with lamps and bells, were wanted in a hurry—how soon could he supply them? "In an hour," responded the bicycle dealer; and he kept his word. The machines are being used by special policemen who have been employed to follow the company's cabs and protect their drivers from the continued violence of the strikers.

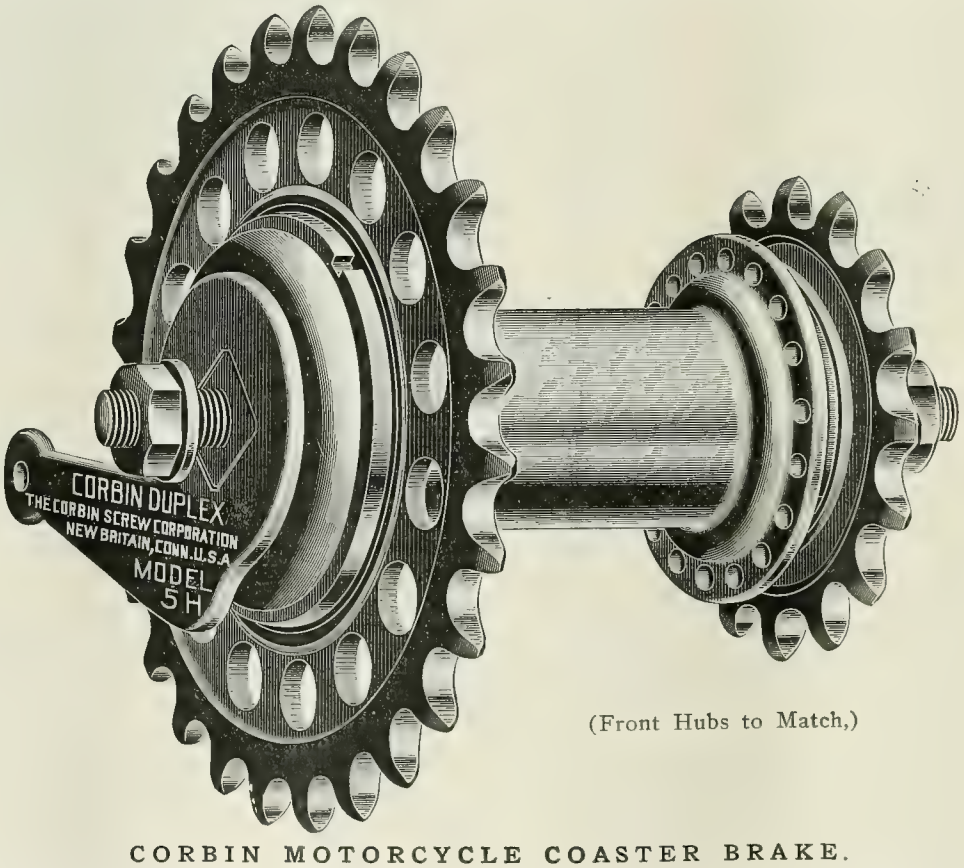
Paris Adds Novelty to Street Noises.

Paris, or rather a Parisian firm, is offering a tambourine as a toy-like substitute for the bells and horns which so long have done duty as road alarms. The "tambourine" consists of a small drum made of both tin and parchment which is attached to the front fork, and which is operated by a cord from the handle bar, pulling which brings a trigger into contact with the spokes of the front wheel and thus sets up a noise similar to that of drum-beating.

CORBIN

always has spelled

Satisfaction



(Front Hubs to Match,)

CORBIN MOTORCYCLE COASTER BRAKE.

Corbin Screw Corporation, New Britain, Conn.

THE BICYCLING WORLD and MOTORCYCLE REVIEW
FOUNDED 1877

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☞Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

☞Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, OCTOBER 17, 1908.

How to Rob Sport of Interest.

Theoretically, at least, trade and sport are like oil and water—they will not mix; in fact, a paraphrase, "when trade comes in at the window, sport flies out at the door," more than once has been employed to describe the situation. Sport is supposed to be the antithesis of business.

It will be well for the sport of motorcycling if those concerned with the promotion of racing will permit the truth to penetrate their brains. Because they may be partisans or interested in the success of a particular brand of machine is no reason why the public should be denied what it pays for—a real "run for its money." The average man who buys an admission ticket is not interested in the business side of a race and he is not likely many times to purchase admission to such track races as the 100 miles event run at Philadelphia on Saturday last, which too largely was a puncture repairing and "tinkering" contest. Luck decided every position but the winner's.

By prohibiting changes of machines, partisans may wish to make of motorcycle racing a contest between pieces of machinery, but all who look beyond the immediate moment and would insure the development and permanency of the sport will do all in their power to make it a contest between men. When the man-factor is eliminated or minimized and the test becomes one of machinery, public interest will endure only until the novelty wears off.

When speed and excitement is sought—and that is the real purpose of racing—there is no more reason why a contestant should not change motorcycles than why he should not change bicycles, running shoes, golf sticks, baseball bats, tennis rackets, or any other instrument which may happen to be the implement necessary to a particular sport. They break bats in baseball games and they puncture tires, bend cranks, break chains, and twist handle bars in bicycle racing, and if any promoter attempted to deprive the public of its due and the contender of a fair chance for victory by insisting that he shall not make use of another bat or another bicycle, a riot might result.

It all is a matter of education. The man on a motorcycle is as much a factor in its success as the man with the bat or the man on the bicycle, and to educate the public to a contrary view is not merely to render the newer sport of doubtful interest but of questionable permanency, as is at present the case with automobile competition, which has been made a "sport" of machinery in which the men have become such insignificant accessories that in some cities, the newspapers no longer print the names of the drivers; and automobile racing differs from motorcycle sport in that the four-wheeler usually requires two men to operate it and thus is robbed of the one-man factor that makes for enduring human interest.

When it is desired to conduct a tire-repairing contest, or a "tinkering" test, a hall, not a race track, should be hired. For "luck races," use a dice box.

Enthusiasm in Factory and Store.

In his communication, printed in another column, Mr. Frank MacMillan summarizes some very plain truths that must become evident to every person who gives real thought to the betterment of the cycling situation.

The crux of the whole subject, that without action on the part of the manufacturers and dealers nothing can be accomplished long has been apparent. The trouble always has been to arouse them to the necessity for individual action. The average dealer has fallen into a rut and appears unable or unwilling to lift himself out of it. He lacks initiative and enthusiasm. He does not try to create business or to reach out for it. Such business as he obtains usually is brought to his door. That a show of activity on his part will bring more of it seems never to occur to him.

The few of whom this is not true constitute the exception to the general rule; and it is open to question whether the active ones make the most of their opportunities. For instance, when they promote a road race or a contest of any sort, the occasion has been rare when full advantage has been taken of the victory. It is left for the public to guess or by intuition to discover what brand of bicycle or tire the winner used and where it may be purchased; and usually the public does not "care a rap" about the matter. But if the dealer heralds the fact often enough the public is bound to take notice.

In this respect the bicycle and tire manufacturers have not accorded their agents their full due. They have permitted much helpful and enthusing material to go to waste. As we more than once have pointed out, if Jimmy Jones, riding a superlative motorcycle, fitted with Bangup tires, wins a five miles race at the county fair, or rides a mile in 1:39⅘, the manufacturer or the dealer, or both, toss their hats into the air, shout the glad news from the housetops, placard it in their windows or on dead walls and start the printing presses going. But if Johnny Jones, on a bicycle, wins 17 races, 11 championships, 14 hill climbs or coasting contests, breaks 29 records, or rides 49,000 miles in a month, nothing ever is said of it. The manufacturer does not seem to care and only Johnny's intimates know what brand of bicycle and tire he used. And yet it was material of this very sort that "made" the bicycle and is the sort of thing that to-day is selling motorcycles.

To-day bicycles are as good as ever they were, and much cheaper, and the methods that helped sell more of them in the past can be used to sell more of them in the future. Activity and enthusiasm always promoted sales and always will promote them. If a little more of both were apparent in the factories it is as sure as fate that it would prove contagious and be felt beneficially throughout the entire selling system. Proof of it in dollars and cents readily will be obtained by the first manufacturer who employs a man to enthuse and assist his agents and to follow up and herald the performances of his product as once was the custom and when it brought large returns.

CORRESPONDENCE

Activity that Will Bring Results.

Editor of the Bicycling World:

There has been a great deal of discussion orally and in print, as to the cause for the falling off of cycling as a sport. Some placed the blame on cheap wheels, with poor tires; others on the lack of innovation in the make-up of bicycles, and still others on the lack of interest by the so-called "society" element. While the cause is still open to discussion, the effect is a fact—bicycles are not ridden for pleasure and exercise as much as they were, though bicycles are better than they ever were before, and there is just as much enjoyment in cycling.

"The mills will never grind with the water that has passed." Discussion of the cause for the comparative disuse of wheels for pleasure is not what is needed now; we need plans for the future and—action. They say you cannot keep a good thing down, and the wheel is a good thing, but it will not rise with inactivity. Cycling seems to have few friends with interest enough to endeavor to advance it.

Those most interested in a campaign of this kind should be the makers and the retail dealers, as they are the ones who would reap the benefits in a financial way. If the dealers in each locality would get together and work in unity, wonders could be accomplished. They should, collectively, organize a club in each town, promote runs and races, and do everything possible to get the riders out at least once a week. Short Sunday runs of not more than thirty to fifty miles should be taken, and low gears should be encouraged. Attractive printed matter should be arranged and liberally distributed, calling attention to the runs and races, and all respectable cyclists should be invited to take part. If a new rider comes along, get acquainted and make him feel at home.

The reward to the dealers would soon follow. The cyclists, on their part, surely would be glad to do all they could to help carry out the plan, but the entire resurrection is now left to them.

There are many old-time riders who believe the popularity of cycling could be revived, but they won't do all the work and pay all the bills, knowing that nearly all the benefits will flow into the pockets of the dealers.

The good old times when every one rode are remembered with pleasure by many a man whose wheel is in the garret. They would like to get out on the road, but they have no one to ride with; they are not acquainted with any one else who rides. They would put their old wheels in commission again if some one would interest them in a revival movement, and again become customers of the local dealer. Organization is necessary to bring them together.

What we need is a few more dealers with the enterprise of our friend in Plainfield, and cycling would be restored to nearly its old time favor. But until those financially interested get busy we cannot expect much more in the future than we already have.

FRANK MacMILLAN,
Fort Lee, N. J.

To Release Crank Case Compression.

Editor of the Bicycling World:

Through some clerical error on your part, have been receiving two copies weekly instead of one, which I paid for, and although I have two eyes, it is hardly necessary to have the two copies. I enjoy reading everything in your publication, even the advertisements, and my first look out weekly is the mail, to get my Bicycling World; it acts as a sort of Monday eye-opener.

Am the owner of a Styria motorcycle which no doubt you are familiar with, but there is one thing about the machine that does not seem quite practical. The machine has a double cylinder, 4 horsepower mechanically operated engine, and I find that it forms a compression in the crank case, which I figured caused a loss of power. It seems natural that when both pistons come down almost at the same time, and are compelled to compress both in the cylinder head and the crank case, lots of power is wasted, so I ask your advice if it would be practical to drill a hole in the case and guard against dust getting in, and the oil splashing out and by so doing cut out the extra double strain on the engine. I have thought that by drilling a hole in the upper part of the crank case and inserting a spiral tube and running it down under the engine, no oil would splash out and no dust get in.

FRED'K W. GALLISSER,
Union Hill, N. J.

[Such a tube, with or without the spiral, will serve the purpose. The Curtiss motorcycle is fitted with a somewhat similar crank case compression release. It is probable that the latest form of Indian "exhaust cam case air discharge valve," as it is technically described, and which sells for five cents, also may be made to serve, particularly if the orifice is enlarged. It is small, inconspicuous and easily applied.]

Open Throttle that Reduces Speed.

Editor of the Bicycling World:

Please answer this question: When I am running my motor on a slow spark with my throttle closed, to increase the speed of the motor I open the throttle and it continues to increase the speed until it is half open, and after that if I open it more, the speed decreases. This carburetter has an auxiliary valve. Please explain my trouble.

H. E. C., New Bedford, Mass.

[If the particular make of carburetter involved were known, a more satisfactory diagnosis would be possible. It is possible that the operating lever is slightly loose, that the auxiliary air valve is choked, or, if the "disease" has been chronic, that the strangling tube and spray nozzle both are too small and that at high speeds the engine starves for fuel. If the latter proves the case, both strangling tube and spray nozzle should be enlarged correspondingly, else an excess of gasolene may cause the same trouble as now may be caused by an excess of air. It may be well for you to bear in mind that running with a slow spark and an open throttle is a first class way of causing overheating.]

COMING EVENTS

October 18, San Francisco, Cal.—California Associated Cyclists' annual championship race meet at Stadium.

November 3, New York City—F. A. M. one, three and five miles championships on Morris Park track.

Firing After Opening Valve.

Editor of the Bicycling World:

(1) In your book Care and Repair of Motorcycles, it is stated that hydrosulphate of soda will dissolve carbon on piston head. Is there not some mistake about this? I inquired about the above chemical and nobody seems to have ever heard of it, even at such places as McKesson & Robbins, Cooper & Co., and Mercks.

(2) Will you kindly let me know what causes the following trouble: If I run my machine for some time, say one-half hour on the road, and I retard the spark and open exhaust valve the motor still keeps firing with a very loud report and continues until I open the grip switch.

BERNARD ELIAS, New York City.

[(1) It was a misprint in the book; hyposulphite of soda was meant. (2) The firing may be due to incandescence of carbon deposits; to a weak inlet valve spring or to an exhaust valve which does not open sufficiently. If the simple screw driver test proves that the springs are all right and the engine is an old one or has seen much use, see if the exhaust valve does not seat too deeply or if its stem or the lifter or lifting cam are not worn.]

Two Causes and Their Cure.

Editor of the Bicycling World:

Two difficulties not mentioned in "Care and Repair of Motorcycles" or in your columns:

A rider's machine quite suddenly refused to go; could be pedaled only with hard work; couldn't turn over engine by pulley except with difficulty; took crank case apart and found a piece of metal not much larger than head of a bicycle spoke wedged between crank case and face of fly wheel. Wouldn't that puzzle an expert?

Another rider "monkeyed" over half a day with his carburetter, and other parts, because his engine missed about every other explosion except at high speed. At last it was found that the pin which holds the exhaust valve spring in place was broken or lost.

WHEELER.

KELLOGG CAPTURES FIRST HUNDRED

And, of Course, Creates American Record—No-Change Rule Makes Race Farcical —Stroud Wins Paced Handicap.

Except in the case of the winner, the 100 miles motorcycle race at the Point Breeze kite-shaped mile track, Philadelphia, on Saturday last, 10th inst., well might be termed a luck race. Because the promoters—the Quaker City Motorcycle Club—ruled that a rider must finish on the same machine upon which he started the contest soon resolved itself into an exhibition of quick repairing and tire changing and for that reason virtually became an endurance contest on the track, instead of a speed contest. Therefore, it was not as interesting as it might have been had the contestants been allowed to change machines when punctures practically put them out of the running. Stanley T. Kellogg, who won and established an American record of 2 hours 5 minutes 5⅘ seconds for the distance, not only rode a good race, but was particularly lucky; he stopped only once—for gasolene. Every other rider in the race had to stop several or many times.

The fact that the contestants were not allowed to change their mounts in the event of mishap resulted in a lot of dissatisfaction. The N. S. U. riders were the most unfortunate sufferers as they used up 14 inner tubes during 1½ hours of riding. The track was full of nails and tacks, and because he did not get one puncture Kellogg is regarded as the luckiest man in the race. This fact has also resulted in bad feelings between the Indian and N. S. U. representatives in Philadelphia, the latter claiming that the track was "fixed" for the Indian riders, who knew where not to ride, a laughable assertion. The Indian representatives claim that Kellogg was sent 101 miles instead of 100, and that Goerke was made to go 105 or 106 miles, and that he is the winner of second place over Bewley, who was awarded that position. W. G. Rhodes, a dealer who largely was instrumental in promoting the meet, has a mighty howl because the newspapers mentioned Bewley as riding a different machine than which he actually was on. The riders have a kick because there was no policing and they had to ride between lanes of spectators on the homestretch, while those riders who were put out of the running by punctures and minor accidents do not feel kindly toward the "no change of machine" rule. In view of all this dissatisfaction the race truthfully cannot be said to have been the most successful ever promoted.

Happily there was one event in which not a single utterance of protest was manifest; that was the curtain-raising 10 miles motor paced bicycle race for amateurs. With eight riders in the running it was a contest well worth looking at, and the interest was intense as Stroud, the scratch man, did not overhaul three of the long markers until just before the turn into the stretch of the finishing lap.

The event was a handicap affair and F. W. Harris, Jr., a diminutive Major Taylor, was the first off; he had a handicap of 4



W. R. STROUD

minutes. The 2½-minute men were J. L. Grogan, of the North Penn Wheelmen, and Joseph Baumgard, Stroud Wheelmen, Walter C. Miller leaving 30 seconds later. James Phillips, Stroud W., and George Harris, a brother of the limit "man," were on one minute, and Dan Trotter, Stevens Wheel-



STANLEY T. KELLOGG

men, left a half minute before W. R. Stroud, the only honor marker, who was paced by F. L. Valiant.

As young Harris had completed one mile and was well on the second before Stroud started the task before the scratch man looked difficult. There was a lot of wind on the back stretch and this deterred the ambitious pace followers somewhat. Stroud tagged Trotter in the third mile, and then mowed the others down rapidly. With one mile to go there still remained out in front the Harris brothers and Phillips. They were on the backstretch as Stroud rounded the first turn, but the veteran got in motion and tagged young Harris. When Phillips saw Stroud coming up he attempted to go around George Harris and thus force Stroud into the soft dirt on the outside of the track. Stroud's pacemaker wouldn't budge, however, and Phillip's trick didn't work. Stroud passed George Harris on the last turn and sprinted down the homestretch at a 1:40 gait. He was liberally cheered for his good ride. Harris beat Phillips for second place by about three lengths. The time, 23:05, was good considering the high wind and soft track.

Fourteen riders lined up for the century grind, L. P. Spingler having been eliminated through his own foolishness, while practicing before the meet. Spingler was riding the fast single cylinder Merkel and he shut off the power to round the sharp lower turn. Then he foolishly turned on again while still on the turn and the engine picked up so fast that he skidded way over to the outer edge of the track. Spingler threw up his hands and over the bank he went. He fetched up against a tree and the machine was smashed. Fortunately Spingler himself escaped with a few scratches, although for a long time he imagined he was badly hurt.

The starters in the 100 miles whirl were Alex Klein, 3¾ Harley-Davidson; E. T. Banes, 6 R-S; Louis Steinhauser, 3½ Bradley; H. Klebes, 4 R-S; J. F. McLaughlin, 6 N. S. U.; E. A. Shotwell, 7 N. S. U.; Stanley T. Kellogg, 5 Indian; A. H. Hilaman, 6½ Hilaman; Fred Voelker, 6 N. S. U.; A. G. Chapple, 5 Indian; H. Shay, 6 N. S. U.; F. L. Valiant, 4 Indian, and Walter Goerke, 5 Indian.

Valiant made the quickest start, but was passed in the second mile by Goerke and Kellogg, and Chapple got into third position soon after. The first accident came just after the eighth mile. Valiant had been chasing Chapple for three miles and was about to pass him on the turn out of the homestretch, when his rear tire punctured. He went over the bank and bumped over three or four logs. As the wheels were smashed and the frame buckled he was out of it.

Soon afterward the N. S. U. riders—McLaughlin, Voelker, Shay and Shotwell—began their fight against the puncture fiend and before he let up on them fourteen inner tubes had been used. Shotwell took a bad fall when he skidded in the soft dirt on the back stretch, but he threw himself clear of the machine and escaped injury. Steinhauser was eliminated at 67 miles by broken exhaust valves.

So far as can be ascertained every one except Kellogg had to stop for punctures. Goerke stopped once on account of a broken chain, another time because of a puncture, and the third time when he lost his goggles,

while Chapple, one of his team mates, had considerable tire trouble, which made him lose considerable distance.

The race lost much of its interest after 50 miles had been covered as the riders were then badly strung out, with Kellogg always in the lead, and with none but the officials aware of the position of the other contenders. Then the wind, which blew across the Delaware river and the marshes between it and the track, brought mist that was near rain, and the riders had difficulty in seeing, as goggles had to be wiped off four or five times in the course of every lap. With three or four machines bunched, and throwing up dust in the faces of those riders behind, to say nothing of the mist, the going was made somewhat ticklish. Also, as stated previously, there was no policing and the homestretch almost filled with spectators, which caused the riders some misgivings when they flew down through the narrow lane. A small sized crowd also collected on the first turn, where both Spingler and Valiant went off, but they were disappointed if they expected additional thrills at this point, although Chapple and Goerke several times ran dangerously close to the outer edge of the track.

The closing miles were notable only for the daring riding of Goerke in the effort to get second place. First place already had been conceded to Kellogg, but there was a chance for Goerke to beat Bewley, and the Brooklynite seemed to throw caution to the four winds. He rode like a whirlwind, and lapped Kellogg once or twice, and Chapple and Bewley several times. After Kellogg had finished Bewley still had six miles to go, Goerke eight and Chapple eleven. Kellogg easily might have beaten the world's record of 2:02:19, but he eased up and took no chances in the gathering darkness.

Kellogg's time for the 100 miles was 2:05:05⅘, Bewley's 2:13:26⅗, and Goerke's, 2:17:15⅘. No other times were taken as it was dark when Chapple finished, and the others still in the running did not finish, the positions not being taken when the winner finished. The lapses of the promoters extended even to the timing. The times for the miles from 56 to 100 miles would have established records for that distance, for previous to last Saturday no race of this distance had ever been held in America. The timers, however, did not take the intermediate miles, except once in a while, the only figures available being 27 miles in 31:30, 72 miles in 1:00:30; 96 miles in 2:00:00, and 100 miles in 2:0505⅘.

The promoters had arranged an elaborate program, but because of the lateness in starting only the ten miles paced event and the 100 miles motorcycle race were held. The events scratched were the one-quarter mile motor paced bicycle time trials; 10 miles motorcycle novice; 5 miles motorcycle, for private owners, and one mile motorcycle time trials. The summaries:

100 miles motorcycle, open—Won by Stanley T. Kellogg, Bridgeport, Conn., 5 Indian; second, William Bewley, Reading, Pa., 7 R-S; third, Walter Goerke, Brooklyn, 5 Indian; fourth, A. G. Chapple, New York City, 5 Indian. Time, 2:05:05⅘.

Ten miles bicycle, motor paced—Won by W. R. Stroud (scratch); second, George Harris (1:00); third, James Phillips (1:00). Time, 23:05.

Delevan Captures Quintet of Races.

John Delevan, riding a Harley-Davidson, made a clean sweep of the dusty driving park track at Aurora, Ill., on Sunday last, 11th inst., when he won all five of the events, besides making the best time in the mile time trials. The events were for club members only and points were scored for a silver cup upon the basis of five points for first, three for second and two for third. Delevan scored 25 points and Du Sell and Holck tied with 10 points. Because of two inches of dust on the track the times made in all the events were slow. The summaries:

Three miles scratch—Won by John Delevan, Harley-Davidson; second, W. H. Holck, Harley-Davidson; third, Roy Du Sell, Thor.

Five miles scratch—Won by John Delevan, Harley-Davidson; second, Roy Du Sell, Thor; third, W. H. Holck, Harley-Davidson.

Ten miles scratch—Won by John Delevan, Harley-Davidson; second, W. H. Holck, Harley-Davidson; third, Roy Du Sell, Thor.

Unlimited pursuit—Won by John Delevan, Harley-Davidson.

One mile time trials—Won by John Delevan, Harley-Davidson, 1:41½; second Roy Du Sell, Thor, 1:42¼; third, W. H. Holck, Harley-Davidson, 1:43½.

Johnstons Win and Lose at Richmond.

C. G. Johnston, riding an Indian, won the 10 miles motorcycle race that formed one of the features of the automobile meet at the State fair grounds track, Richmond, Va., on Saturday last, 10th inst. Seven riders started in the event and one of the Johnstons made the going for the first few laps, but a punctured tire put him out of the running. S. G. Johnston then took the lead and was never headed, winning by a big margin from C. Boyd Anderson, also on an Indian, with the remainder of the field lost in the dust. The time was 13:56⅗, which is some seconds better than the fastest time made by any of the automobiles.

Motorcycles in Hartford's Pageant.

Because of the opening of a two million dollar bridge across the Connecticut river, Hartford devoted all of last week to a fine, large celebration. From the cycling standpoint, the most interesting feature of the affair was the motorcycle division of the big parade. Motorcycles do not very readily lend themeselves to parading purposes but the 75 machines in line made a brave show and preserved fair alignment, but the crowd was dense, and as they were given the tail end of the turnout and were forced to move behind ambling motor trucks, not all of the paraders had a happy time, that is, until they took it on themselves to move ahead of the wagons. Most of the motorcycles in line were decorated with flags, flowers or bunting, several also being further embellished with tiny electric lights. Five tricars so ornamented, and a decorated truck, entered by the Hendee Mfg. Co., and on which was mounted one of their Indian motorcycles were among the features of the parade. The Hartford, New Haven and Springfield clubs were well represented.

Three Share in Church Hill Honors.

In the hill climbing contest on Church hill, Lenox, Mass., October 14, under the auspices of the Lenox Protective Automobile Association, two events for motorcycles were decided. The single cylinder class was won by Edgar David, of Lenox, in 2:04¾; Frank Minkler was second. In the class for twins, H. Huntington, of Stockbridge (Curtiss), took the honors in 1:40, Minkler (Indian), being second. Charles Gustafson of Springfield (Indian) was present and in a time trial, made the ascent in 1:19.

Planning 8-Hours-a-Day Six Days Races.

Although it has not been publicly announced, it is understood that an eight hours a day six days race will be held in Paterson, N, J., during the first week in November. Prince and Eck have secured an armory there, and if their plans do not go astray will hold racing throughout the winter. The Park Square track in Boston will be kept going and an eight hours a day six days race will be held there during the latter part of November.

Wehman Moves His Office to Brooklyn.

Due to the swift life on the New York side of the Brooklyn bridge which caused him to lose most of the hair from the top of his head at a very tender age, H. J. Wehman, secretary of the Federation of American Motorcyclists, has removed his office to Brooklyn, where raising rubber plants and pushing baby carriages are the most strenuous ocupations. Wehman's address in Brooklyn is 1150 Bedford avenue.

Flescher First in Waterloo Race.

Waterloo, Neb., has its annual automobile meet on October 8th, and 2,000 people lined the tracks of the Union Pacific railroad to watch the machines run over a rough stretch of road. The two miles motorcycle race went to Louis Flescher in 2:39, with W. E. Dewey second in 2:49. Lee Lytle finished in 3:12, K. W. Kimball in 3:02, and Tom Burchell in 3:19.

Buffington Plans Organization of District.

E. L. Buffington, vice-president for the F. A. M. eastern district, is making ready properly to organize his territory. He has appointed a committee of three to draft by-laws for the district which will be presented at a meeting which will be held in New York early in December. The call for the meeting probably will be issued within the next few days.

LOOKS LIKE ORGANIZED THIEVERY

Recovery of a Stolen Motorcycle Discloses Systematic Operations—Western Police Authorities Suspect a Plot.

In the recovery of a Harley-Davidson motorcycle in a South Bend (Ind.) pawnshop where it had been left for $25, the authorities believe they have unearthed what is thought to be a big plot to a wholesale robbery of motorcycles. It is believed that an organized gang of motorcycle thieves is working through the middle west and that their operations are directed from the Windy City. In order that dealers may be on their guard the tale of the theft and recovery of Joseph Smith's machine is here told.

Smith is a piano tuner and he lives in La Porte, Ind. He thinks a great deal of his Harley-Davidson but when "Robert Whitney," who claimed to be a citizen of Three Oaks, came around and told a plausible tale, Smith fixed up his machine and let "Robert" try it. "Robert" lost no time on the road to South Bend, and it was there that he tried to dispose of it.

"Whitney," or whatever his name is, first attempted to sell the machine at a South Bend garage for $100, but the automobile people were chary and refused to bite. He then went around the corner to a pawnshop operated by Abe Franklin and tried to make a quick bargain.

In the course of his business career Franklin has had experiences of receiving stolen goods and he was inclined to be suspicious of a young man who wanted to obtain money on a good motorcycle, so he said to "Whitney":

"How do I know but what you stole it?"

"Quite right you are to make such an inquiry," Whitney replied. quick as a flash. "But here is a receipt which will calm all your doubts." The receipt he drew forth read:

"Chicago, Ill., May 26, 1908. Received of James Smith two hundred ten dollars in payment of Harley Davidson motorcycle, $210. (Signed) C. Lang."

Ashamed of having questioned "Whitney," Franklin readily offered to advance $25 on the machine.

"Call up Lang in Chicago if you are not sure about it," "Whitney" insisted.

But the pawnbroker was satisfied and handed "Whitney" two ten and one five dollar bills. That was the last seen of "Whitney," who, before he got hold of Joseph Smith's Harley-Davidson, had tried to get an Indian from the La Porte agent. The motorcycle was recovered through the efforts of a South Bend friend of Smith.

On the back of the receipt shown to the pawnbroker, "1210 Michigan avenue" was written. Subsequent investigation proved this to be the location of a Chicago garage. Lang, who name appears as the signer of the receipts is the agent for the Harley-Davidson in Chicago, and the date, "May 26," corresponds with the time Smith purchased his machine. His name is Joseph, however, instead of "James."

The inference is that "Whitney" or one of his confederates, was familiar with the books of the Chicago agency, or he might have received his information by inquiry as to the La Porte agency or for some person for recommendation. The receipt was torn from a regular receipt book, which no doubt contains a list of recent Harley-Davidson purchasers, as several are said to have already been victimized.

Smith considers himself lucky at having recovered his machine, and says that in future no one will ride it but himself, no matter how plausible a yarn he may spin. The man who is warmest under the collar is the pawnbroker, as he is out $25.

F. A. M. Pacific District Elects Officers.

Under the direction of R. K. Holmes, vice-president for the Pacific District of the F. A. M., that department of the F. A. M. has elected a district secretary and a district treasurer as required by the national constitution. Wm. Frank, of Los Angeles, was chosen for the former office and J. Arthur Scott, of the same city, for the treasurership, but it is stated that Frank is not even an F. A. M. member and naturally is not entitled to hold any office in the organization. Even if he should now qualify, another meeting to make legal the election of a secretary will become necessary, as a matter of course.

Woman Recruit in Motorcycling Ranks.



MISS HAZEL TRUMPOUR, OF CHICAGO

Gradually, womankind is "taking to" motorcycling and proving herself able to handle the power driven bicycle, despite disbelief existing on that score. One of the most recent recruits is Miss Hazel Trumpour, of Chicago, who is shown in the accompanying illustration. She is just 16 and proved an apt pupil, which is not strange, as her brother, Norman, is one of the best known and most expert riders in the Windy City, and she had the benefit of his instruction.



Raised Tread

The Verdict on M

hasn't chang

Indianapolis [

G & J

All Motorcycle Contests are won on these tires, becaus

POSTAL TELEGRAPH COMMERCIAL CABLES

CLARENCE H. MACKAY, PRESIDENT.

TELEGRAM

RECEIVED OCT 12 1908 TREASURER'S OFFICE

ANSWERED

The Postal Telegraph-Cable Company (Incorporated) transmits and delivers this message subject to the terms and conditions printed on the back of this blank.

Time Filed 8.15 AM Check 40 Collect

Philadelphia, Pa. 10-10-08

G & J Tire Co.,
Indianapolis, Ind.

First hundred mile motor cycle race ever run on circular track I won today at Point Breeze Track on Indian machine equipped with G & J tires time two hours five minutes four fifth seconds, absolutely no tire trouble.

Stanley Kellogg.

At the Motorcycle Races he
one of the 43 machines on the track were equipped with Indianap

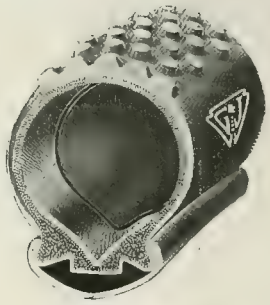
G & J TIRE C

otorcycle Tires

—it still reads

ouble Clincher

TIRES



Bailey Tread

hey are the fastest as well as the safest and most durable.



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ANSWERED

G & J Tire Co.,
Indianapolis, Ind.

Philadelphia, Pa. 10-10-08

Won second place in hundred mile race here today on Reading Standard machine equipped with G & J tires. No tire trouble whatsoever.

W. Bewley.

n Indianapolis, Saturday, every
G & J Motorcycle Tires and no one had a particle of tire trouble.

Indianapolis, Ind.

The Verdict on Motorcycle Tires

hasn't changed—it still reads

Indianapolis Double Clincher



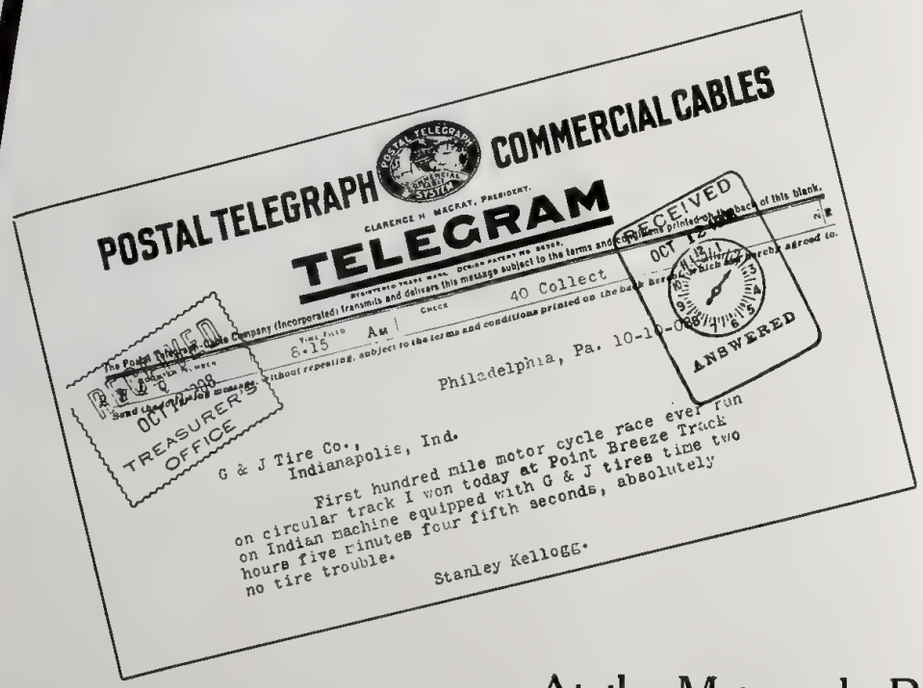
Raised Tread



Bailey Tread

G & J TIRES

All Motorcycle Contests are won on these tires, because they are the fastest as well as the safest and most durable.



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TELEGRAM

RECEIVED OCT 12 1908 TREASURER'S OFFICE

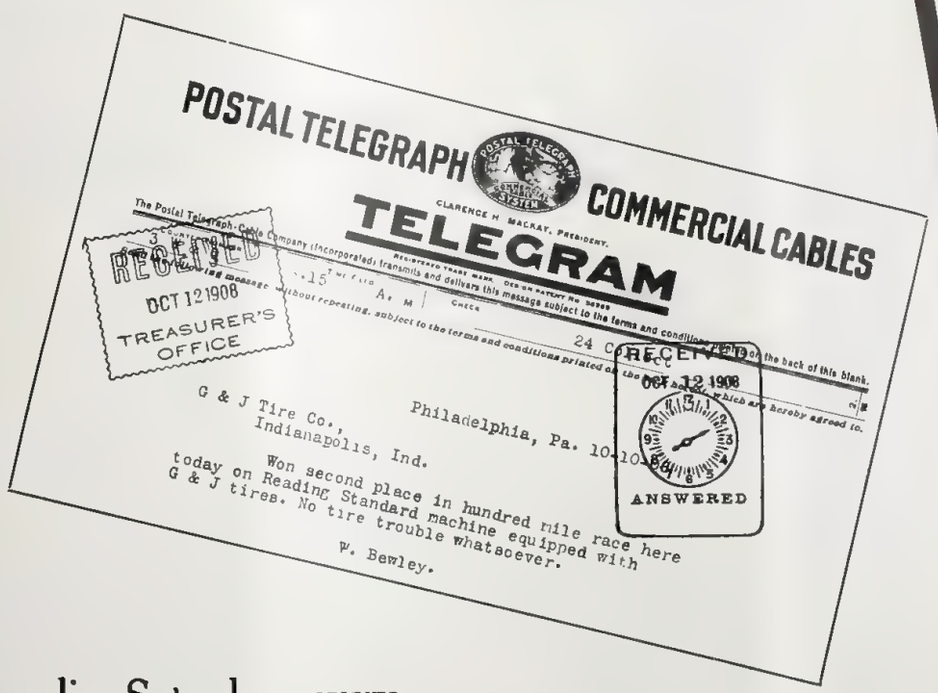
ANSWERED

Philadelphia, Pa. 10-10-08

G & J Tire Co.,
Indianapolis, Ind.

First hundred mile motor cycle race ever run on circular track I won today at Point Breeze Track on Indian machine equipped with G & J tires time two hours five minutes four fifth seconds, absolutely no tire trouble.

Stanley Kellogg.



POSTAL TELEGRAPH COMMERCIAL CABLES

CLARENCE H. MACKAY, PRESIDENT.

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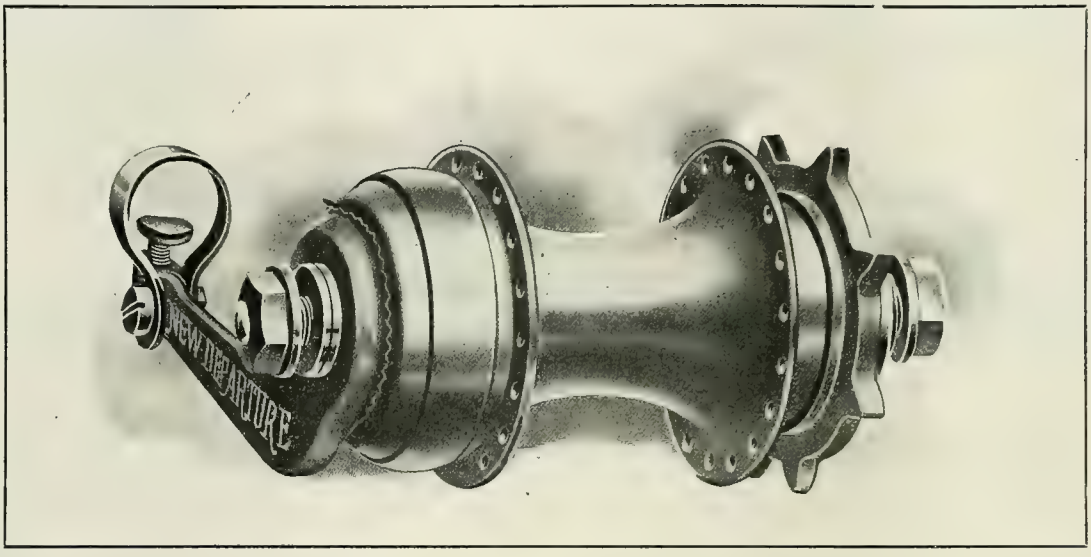
Won second place in hundred mile race here today on Reading Standard machine equipped with G & J tires. No tire trouble whatsoever.

W. Bewley.

At the Motorcycle Races held in Indianapolis, Saturday, every one of the 43 machines on the track were equipped with Indianapolis G & J Motorcycle Tires and no one had a particle of tire trouble.

G & J TIRE CO. Indianapolis, Ind.

NEW DEPARTURE



COASTER BRAKE

has been favorably known to the trade and riders for more than a decade. It is stronger today in popular favor than ever before.

Nine out of every ten dealers sell New Departures —nine out of every ten riders want it.

It is all steel, strong, unexcelled for simplicity; absolutely correct in its mechanism; unfailingly reliable in operation, while design and finish are attractive.

There is high grade quality in every part of New Departures. It pays the dealer to stock it, because it pleases the rider every time.

The New Departure Manufacturing Co.

KING STREET, BRISTOL, CONN.

TRENTON'S BIG RACE CUT IN TWO

Military Exigency Interrupts Six Days Contest After Two Nights' Racing—Eight Hours Final To-day.

What was to have been a two hours a night six days race at Trenton, N. J., has resolved itself into an eight hours handicap team race which will be ridden to-day. The affair started on Monday night, with eight and one-half teams in the running, but as the Trenton soldiers did not want to give up their drill hall in the Second Regiment armory for the entire week, the race was called off after Tuesday and will be resumed to-day.

Monday night's racing was without a flaw and eight and one-half teams started, the odd half being Alfred Ashurst. The Newarker had expected to team with Louis J. Weintz, but the latter failed to appear and Ashurst determined to stick it out alone, or until a partner could be found for him.

If all the persons who crowded into the armory on Monday night paid admission doubtless those riders who were at Trenton two weeks ago and who failed to realize fortunes because of slim attendance, will feel like kicking themselves when they hear of the big crowd that was on hand Monday night. The new armory had never held so many persons before, an estimated crowd of 4,000 being in attendance. All the seats were filled, and the arena was packed, the overflow small boy element finding roosting places on the rafters. Referee Kelsey was on hand to see that no unfair riding developed and the racing was all that could be desired.

The amusing feature was an amateur event for Trenton riders and it created no end of enthusiasm. Two heats and a final at one mile were run and four future Kramers started in the first heat. They were D. C. Pettie, Lawrence Agabiti, Armanda Agabiti and Willie Johnson. The amateurs have been quick to catch on to professional tricks for the Agabiti brothers worked to advantage against Pettie, the rider most feared. Lawrence set out at a fast clip and gained 25 yards, while Armando laid back to look after Pettie. At the right moment Armando let loose and beat his brother by a couple of lengths, with Johnson in third place.

The second heat brought out five starters with Jack Smith the favorite. This heat furnished an accident, as Harned ran off the track in the third lap and in attempting to get on again, he ran broadside into W. Felix, throwing the latter to the floor. The final lap produced a sprint between Jack Smith and Mack Massini, the latter winning by a nose. The deciding heat brought a great fight between Armanda Agabiti, Johnson and Smith, the boys finishing in the order named. Lawrence Agabiti furnished some excitement by trying to go all the way, but he pulled his cork, and finished fourth. Following the race for Trenton riders Jake Derosier rode a mile on his motorcycle in 1:22⅗.

It lacked 15 minutes of 9 o'clock when the riders were started on their two hours' grind, and the personnel of the teams was far inferior to that of the previous six day race held in Trenton, such well known riders as McFarland, Mayer, Lawson, Bardgett, Cameron, Rupprecht, Ashurst, Hollister, and Downing being conspicuous by their absence. The first trick of riding was done by Collins, Cameron, Rupprecht, Ashurst, Hollister, McPartland, Mitten, Mackay and Anderson. The last named took the lead for three miles and then Collins strung out the bunch for awhile. Changes were frequent in the first half hour.

At exactly 9 o'clock, 15 minutes after the start, Floyd Krebs brought the spectators to their feet when he jumped and put some distance between himself and the field. One or two of the tailenders began to lag and had Mitten relieved his German-American partner at once the pair probably would have gained a lap. A quarter of an hour after Krebs's attempt, Root started a sprint. He ran like a motorcycle for three laps and Collins then made a beautiful pickup, continuing the sprint. McPartland seemed in danger of being lapped, but Ben Hill heroically came to the rescue and made up the distance his partner had lost. Two minutes before the ending of the first hour the pistol was fired and the men rode for a little lunch money. Collins looked good for a meal, but Vanoni uncorked a pretty sprint and nipped him at the tape.

While the amateur race was in progress the riders took a rest but soon after the second hour started De Mara tried to do stunts. There was no real attempt to gain a lap, however, until Krebs appeared on the scene. He opened a lead but evidently reconsidered and slowed as the bunch came rushing up. The first spill was scored by Ashurst and Collins, who came together while Fred Hill was trying to execute a lap steal. After the men were all on the track again De Mara and Hollister made an effort to place themselves one lap ahead of the field. De Mara started the sprint and delivered a good lead to Hollister. Instead of dismounting, De Mara remained on his bicycle at the side of the track and when he thought Hollister was tiring, went out again. There was excitement for a few minutes and all the teams made changes. Poor little Ashurst, riding alone all the time, had hard work to keep up, but the excitement subsided in a few minutes and the field bunched again. The final mile was won by Root.

Tuesday night's sprinting brought disaster to the teams of McPartland and Ben Hill, and Mackay and Drobach, each losing one lap, while Alfred Ashurst dropped two in the course of a wild sprint. The night was brimful of excitement and the large crowd appreciated the sprints, saw lots of wheels smashed and also saw Elmer J. Collins make an attack upon Referee Peter Van Riper of Boston.

Attempts were made to gain laps during the first hour by the teams of De Mara and Hollister, Krebs and Mitten, Vanoni and Anderson and Rupprecht and Walker, but none of the attempts proved fruitful of results.

The first half of the second hour was quiet enough, interjected by spasmodic sprinting, but there was no earnest endeavor until Root suddenly ducked his blond head and opened a gap. He kept on sprinting and Collins hurried on the track to relieve him, Collins's strength failed and Vanoni, De Mara, Mitten, Hill and Rupprecht overhauled him and kept up the sprint.

Gradually Ashurst, who attempted to ride alone when his partner failed him, McPartland and Mackay fell behind. The teammates of Mackay and McPartland were hurried on the track, but they proved unable to cope with the gruelling sprint and were soon dropped. Finally the three men were lapped, and not content, the pace was kept up by the leaders until Ashurst had lost another lap.

With only fifteen minutes to go Hollister jumped and placed some distance between himself and the field. Root was in front of the bunch at the time, but he made no effort to go after Hollister. De Mara came on and added some more distance to that gained by Hollister, but still Root would not go out. It was at this point that Referee Van Riper announced that if Hollister and De Mara gained the lap it would not be counted, as Root was obviously holding back the bunch. The decision enraged Collins, Root's partner, and he foolishly tried to get into a fight with the referee. Some uncomplimentary remarks were exchanged, but Collins finally was overpowered and quieted. Chairman Kelsey, of the National Cycling Association's Board of Control, stated to a Bicycling World representative that as soon as the occurrence is reported officially to him he will punish Collins.

The added feature of the evening was another event for the amateurs. In the first heat Armanda Agabiti was switched to the top of the track and he went through the railing to the floor, smashing his bicycle. In the second heat nearly all the riders fell, so that it had to be started over again. William Johnson had the finishing sprint in the final heat and he beat Lawrence Agabiti by a length with Mack Massini third and Norman Heil fourth.

The score of the teams at the ending of the second night—totaling four hours' riding—and the position in which the teams will resume the riding to-day, is as follows:

	Miles.	Laps.
Root and Collins	91	3
Anderson and Vanoni	91	3
Cameron and Fred Hill	91	3
Rupprecht and Walker	91	3
Hollister and De Mara	91	3
Mitten and Krebs	91	3
McPartland and Ben Hill	[illegible]	2
Mackay and Drobach	[illegible]	2
Alfred Ashurst	91	1

KRAMER RIDES AHEAD OF FOGLER

Not Only at Finish but During Race, Nevertheless Protests Result—McFarland is Causelessly Hissed.

Kramer & Fogler won both open professional events at the Newark Velodrome last Sunday, 11th inst., the junior member of the firm in each case being the runner-up. There may have been teaming, in spite of the ruling just made, but if so, it was of a nature such that official cognizance could not be taken of it, all argument to the contrary notwithstanding. In order to have disqualified Kramer and Fogler for teaming Referee Kelsey would have to be a clairvoyant extraordinary, and he has enough on his mind without taking up psychics.

With a crowd of about 6,000 in attendance opinion was divided as to whether Kramer and Fogler were in a combination despite the new rules and the referee's warning. Some thought the teaming was as flagrant as on the previous Sunday, when both Kramer and Fogler had been disqualified, while others thought the combination existed but was more finely cut than on previous occasions; still others were sure that there was no teaming at all. Kramer says on his word of honor there was no teaming between himself and Fogler. In any case the racing was exciting throughout.

Just why the crowd seemed to take fiendish delight in bawling at McFarland in his pursuit race against Fred Hill, would be difficult to determine. It is all very well for a crowd to sympathize with a youngster like Hill, but when their enthusiasm leads them to hiss a rider as charitable as McFarland was to Hill it is plain to see that the Velodrome "fans" in the exuberance of their enthusiasm lost their common sense. Fred Hill is a good rider and has made a good showing in his two or three weeks of professionalism, but so far as classing with McFarland is concerned, why, Hill is not in the running at all.

McFarland deserves some credit for giving Hill a chance to gain a reputation, although it caused him to be hissed roundly, and that without understanding. There probably is not a better pursuit rider in the world than "old" McFarland, and those who have followed the game for years knew from the start that Hill did not have a chance in the world against the veteran; after the first few laps of riding it was also apparent that McFarland was simply not extending himself. He let the young Bostonian gain a few yards in the first mile, then unwound until he had gotten even again, after which he gained a few yards. In the second and third miles McFarland showed that he was not exerting himself as much as he might, as he opened an advantage of 30 yards in two or three laps of riding. The beginning of the fourth mile saw Hill and McFarland even again and the former was slightly in the lead at 4½ miles, when McFarland's saddle broke, and the veteran sat up.

According to an agreement made before the race, in case of an accident they were to start over again in the same relative positions they occupied at the time of the accident. All this time the spectators had been cheering Hill as though he was the greatest rider in the world, while poor old McFarland was getting lots of hisses. One can hardly blame McFarland for being somewhat disgusted. When the restart was made Hill had a few yards the better of it, but he didn't hold it long. Darkness was fast obscuring the track and "Long Mac" determined to end the contest. He simply began a gradual unwind that lessened the distance between himself and Hill, and at two miles after the restart he had the Bostonian sighted in the stretches. After that it was a matter of only a few laps before the gun popped and McFarland was announced as the winner.

Regardless of whether there was any teaming between Kramer and Fogler in the half mile handicap, it was a pretty contest for the entire three laps of duration. Kramer, Fogler, Menus Bedell, Mackay, Hollister, De Mara, Root and Billington, qualified in the trial heats. De Mara and Hollister led at the ending of the first lap and at the bell Kramer went ahead of Fogler. He was never headed after that and won by half a length over Fogler, with some distance separating the remainder of the field. Root got third, Menus Bedell fourth and Billington fifth.

It was in the five miles open for professionals that the question of teaming arose. Instead of Kramer following Fogler, as has been the case all season, the unusual spectacle was witnessed of Fogler following the champion. At the bell Fogler went around Kramer, looking around first, and the latter tacked on. To get around Ashurst and Kramer, Fogler put his hand on the former's shoulder, which brought a protest from the white-haired Newarker. Anybody who knows anything about racing knows that when a rider is making his final sprint he is not going to look around if he wants to win. Fogler's efforts to win consisted in making a lot of motions on the homestretch and continually throwing his head to one side to look at Kramer. The latter won by a length. Whether Fogler tried to win is a question that caused some difference of opinion, Menus Bedell very cleverly got third from Walter Bardgett, with John Bedell in fourth money. After the race Bardgett and Dave Mackay protested to Referee Kelsey, against what they considered teamwork on the part of Fogler and Kramer, but the referee could not see the grounds upon which he could disqualify the pair. As Fogler has always been a wobbly rider Kelsey could not construe his Salome dance down the finishing straight as evidence that the Brooklynite did not try to win.

Louis J. Weintz made his first appearance as a professional in the second trial heat of the quarter mile invitation but he did not qualify. There was a dispute in one of the heats, but a compromise finally was made by allowing the Salt Lake City rider in the final heat. Williams made a quick start and led at the bell, with Ashurst and Cameron in order. In the last lap Ashurst showed surprising speed and he reached the tape two lengths ahead of George Cameron, who, in turn, beat Williams by a foot. Samuelson was a close fourth.

Jacob Magin's great sprint in the last lap of the three miles open for amateurs resulted in disaster for Maurice Vanden Dries and Walter Schlee. When Magin started to go around on the turn into the homestretch he crowded young Vanden Dries and the latter fell. Vanden Dries sprawled up the track and Schlee, who was coming around fast could not avoid striking him. The Newarker took a lofty tumble and for a few minutes was unconscious, as he landed directly on his head. Magin had an easy victory after that and Halstead got home ahead of Adam Beyerman. The mile handicap went to Courtney Peer by three-quarters of a length over Maurice Vanden Dries, with Louis Owens third.

The novices emulated the professionals by making a French style race of the final heat, at one mile. After five laps of brainy jockeying G. E. Battaille jumped in regular Kramer fashion and won the gold medal by yards. On Sunday before last Battaille won his first prize in the novice, but he was disqualified for riding inside the pole line. The summaries:

One mile novice—Won by G. E. Battaille, Newark; second, Oscar Rees, Bloomfield; third, John Ellis, New York. Time, 3:18⅕.

One half mile handicap, professional—Won by Frank L. Kramer, East Orange (scratch); second, Joe Fogler, Brooklyn (10); third, E. F. Root, Boston (15); fourth, Menus Bedell, Newark (30); fifth, Teddy Billington, Vailsburg (35). Time, 0:58⅘.

One mile handicap, amateur—Won by Courtney Peer, Springfield (70); second, Maurice Vanden Dries, Lakerim A. C. (40); third, Louis Owens, National T. V. Wheelmen (50). Time, 2:01⅗.

One-quarter mile invitation, professional—Won by Aflred Ashurst, Newark; second George G. Cameron, New York City; third, Saxon Williams, Salt Lake City; fourth, W. E. Samuelson, Salt Lake City. Time, 0:30.

Three miles open, amateur—Won by Jacob Magin, National T. V. W.; second, Alfred Halstead, Sacramento, Cal.; third, Adam Beyerman, Mohawk A. C. Time, 6:36⅗.

Five miles open, professional—Won by Frank L. Kramer, East Orange; second, Joe Fogler, Brooklyn; third, Menus Bedell, Newark; fourth, Walter A. Bardgett, Buffalo; fifth, John Bedell, Newark. Time, 10:33.

Unlimited match pursuit, professional—Won by Floyd A. McFarland, San Jose; second, Fred Hill, Boston. Distance, 7 miles 1½ laps. Time, 16:00⅗.

HUYCK MAKES A CLEAN SWEEP

Chicagoan Goes "Great Guns" at Indianapolis, Doing Miles Inside Minute—Berner Beats Baker by Inches.

With a fast, well-banked track, large fields of contestants, stirring finishes and almost record times the first race meet under the promotion of the Indiana Motorcycle Club at the State fair grounds mile track, Indianapolis, on Saturday last, 10th inst., was a big success, although Fred Huyck, the Chicago crack, made practically a cleanup.



LINE-UP FOR THE 10-MILES OPEN FOR TWIN CYLINDERS

Huyck gave the Indianans enough thrills to last them until the next time when he maintained better than a mile a minute pace and covered ten miles in 9:38, in the handicap of that distance, breaking all State records from the first mile to the finish. In addition to the 10 miles handicap, Huyck placed wins to his credit in the five miles for singles, the 10 miles open for doubles, in which the fourth mile was covered in 56⅗ seconds; and the unlimited pursuit, besides giving a mile exhibition in 57⅗ seconds. The only events that Huyck did not bag were a five miles for 2¾ horsepower machines and a special match race, neither of which he competed in.

Last Saturday's meet was the first promoted by the Indiana Motorcycle Club and the success of its initial attempt will result in several meets next season. The mile track was in fair condition, except for the dust, and proved remarkably fast. Large fields made the going somewhat "ticklish," but happily not an accident occurred to mar the sport.

Huyck made his best performance in the 10 miles handicap for doubles. Ray Bronson, on an Indian, with 35 seconds, and James Merz, Thor, with 60 seconds, gave the Chicagoan a hard chase for eight miles. Huyck gradually mowed down the field, however, and won out by a half mile in 9:38, the fastest time of the day. Merz was second, and Bronson third.

Eight riders started in the five miles event for machines not exceeding 3½ horsepower, and Huyck had the field well in hand after the first few laps, winning from Hinckley, on a Thor, in the fast time of 5:44⅘.

Huyck's fastest mile was covered in the 10 miles open for doubles although the total time was not as fast as in the handicap. The fourth mile was covered in 56⅗ seconds. Huyck lapped all the other contestants and covered the distance in 9:53⅕. In the pursuit Bronson gave him a rub, and



FRED HUYCK

it was not until 5½ miles had been covered that he overhauled him.

One of the most exciting events of the afternoon was the match between Walter Berner, R-S, and E. G. Baker, Indian. Both were mounted on twins and as there was some local feeling between them the match was unusually interesting. The distance was for 15 miles and Berner and Baker kept neck and neck until the 14th mile, when Baker got a lead of about 15 feet. The last mile brought the spectators to their feet, for Berner gradually made up the distance and in the final sprint crossed the line only a foot ahead of his opponent.

John Merz, Thor, made an excellent showing. He won the five miles for singles not exceeding 2¾ horsepower, and was the runner-up to Huyck in the 10 miles handicap and the 10 miles scratch.

The meet was the occasion for a display of real interest on the part of the Indianapolis trade, such men as F. I. and F. B. Willis, B. W. Twyman, P. C. Hudson, Charles Wyatt, and G. W. Stephens being present in an official capacity. Stephens, who is a G & J man, did not fail to call attention to the rather unusual fact that the 56 machines entered were fitted with G & J Indianapolis double clincher tires, and no tire trouble was experienced by any of the riders.

The summaries:

Five miles for machines not exceeding 2¾ horsepower—Won by John Merz, Thor; second, R. H. Sturm, Indian; third, Ray Bronson, Indian. Time, 8:25⅗. Also ran, J. Oldacre, R-S; V. H. Bogert, Indian; Paul Kattlowski, Thor.

Five miles for machines not exceeding 3½ horsepower—Won by Fred Huyck, Indian; second, Walter Hinckley, Thor; third, Harry Bretney, Indian; fourth, Walter Olin, Excelsior. Time, 5:44⅘. Also ran, O. Fischer, Harley-Davidson; J. Rice, R-S; J. Merz, Thor, and B. A. Howe, Indian.

Ten miles open for doubles—Won by Fred Huyck, Indian; second, John Merz, Thor; third, J. Sink, Thor; fourth, A. C. Gibney, Indian. Time, 9:53⅕. Fastest mile by Huyck in 0:56⅗. Also ran, Oldacre, R-S; Baker, Indian; Gaff, Indian.

Ten miles handicap—Won by Fred Huyck, Indian; second, John Merz, Thor; third, Ray Bronson, Indian. Time, 9:38. Fastest mile by Huyck in 0:58⅕. Also ran, Berner, Oldacre, Gibney and Sink.

Unlimited pursuit—Won by Fred Huyck, Indian; second, Ray Bronson, Indian. Distance, 5½ miles. Time, 5:25.

Fifteen miles match between Walter Berner, R-S, and E. G. Baker, Indian—Won by Berner. Time, 19:33⅗.

One mile against time, flying start—By Fred Huyck, Indian. Time, 0:57⅖.

Strople Cleans Up at Cleveland.

E. Strople, on a twin Indian, won both motorcycle races at the two days' automobile meet at the Glenville track, Cleveland, on October 9th and 10th The distance on Friday was three miles and Strople covered this in 4:07⅘. On the following day the distance was two miles and Strople won out in 2:34⅕. The runners up in each instance were H. C. Warden and R. Skeel, on Thors. A soft track was responsible for the slow times made.

MARYLAND'S DISGRACEFUL PIKES

Wretched Roads That are Enriching the Toll Gatherers—Typical Experiences of Baltimore Motorcyclists.

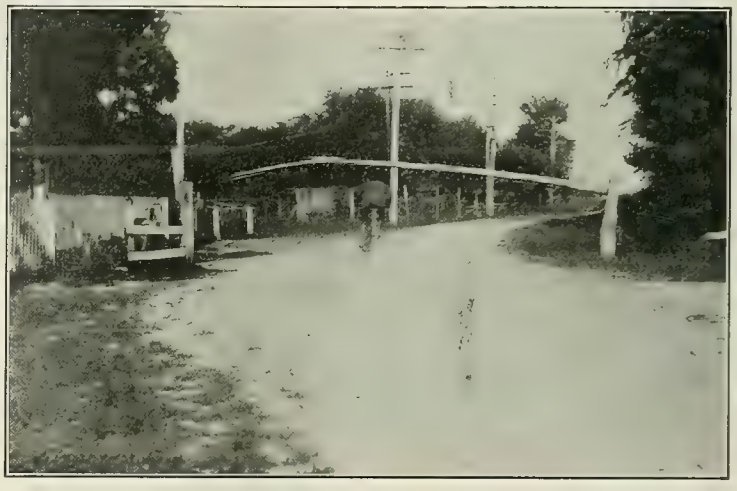
"Although the Baltimore Motorcycle Club started with a membership of three, it now boasts of thirty-two. but Baltimore is not quite so fortunate as it might be in regard to roads," writes H. F. Fisher, secretary of the Maryland organization. "I don't believe there is a State in the Union that has such poor roads as Maryland. Toll is collected from motorcyclists on roads that are a disgrace to any community, but the turnpike companies do not mend the disgrace as long as their stock pays big dividends. A certain turnpike company here declares a dividend of 20 per cent. on its stock and has the worst system of repairing their pike that can be found anywhere. One man does the work on a 20 miles stretch, while his wife tends one of the toll gates.

"The illustration is a snapshot of one of our riders 'beating his way' on a certain pike. This toll gate, as can be seen by the picture, has a hump, or may be called a 'camel back', and 'beating' is easy for the rider who will risk it. Also note the grass growing in the road; of course, the grass saves the stone and is cheaper for the company. It is to be hoped that Gov. Crothers will see fit to condemn these pikes and improve them as State roads out of the $5,000,000 set aside for the betterment of roads in Maryland. If this is done we may not be ashamed to invite riders of other States to Maryland, but at present we say stay away if you are looking for good going.

"The eleven riders shown in the photograph are the survivors of a double century made by the club the first Sunday in August. Taking in consideration the roads, these eleven riders accomplished a feat that not many would care to duplicate. Capt. W. S. Fisher and Lieut. Nelson Johnson set the pace on this run and members of the club who were fond of speeding got all they were looking for before the day was over. Twenty-one riders started, eleven finished. Tire troubles was the cause of the majority dropping out."



SURVIVORS OF A STRENUOUS DOUBLE CENTURY



"BEATING HIS WAY" ON A TURNPIKE

Foreign Riders for Six Days Race.

According to advices from abroad it is not certain that Rutt and Stol, winners of the last New York six day race, will be seen in the grind this year. L'Auto says that the German and Hollander are still discussing the proposition offered them by Promoter P. T. Powers. The same source of information announces positively that Brocco, Labrousse, Dupre, Leon Georget, Faber and Lafourcade have been engaged. Verlinden and Vanhouwaert, the Belgian riders, also are spoken of. Although very young, Verlinden is regarded as the coming man in Belgium. Recently he attempted to break the world's unpaced hour record and only missed it by little over 100 yards.

Organizing Club for Real Cyclists.

O. C. Brandes, who was one of the prime organizers of the original Edgecombe Wheelmen, and who is the present home trainer champion by a decision of the National Cycling Association which disqualified W. F. Ivy, now a professional, is organizing a new club that promises to make its presence felt in metropolitan affairs. It will be called the Columbia Wheelmen and 14 riders already have signed the charter roll. Brandes is authority for the statement that only those persons who can furnish satisfactory evidence that they ride a bicycle so many days in a week will be eligible to membership. He also says that the Columbia Wheelmen will keep the pot boiling in New York this winter with home-trainer contests and road races, the first of the latter to be probably held on Thanksgiving Day. Formal organization will take place early next week.

"The A B C of Electricity" will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c. Bicycling World Co., 154 Nassau St., New York City.

TOURISTS STILL ON THE ROAD

Yankee Transcontmentalist Reaches Wheeling—Two Hoosiers Bound for Texas —Jacobson's Long Ride.

This is the ideal season for touring and several long distance tourists have been reported in different parts of the continent. Edward O. Dunkley, a New England motorcyclist, who is riding from New York to Los Angeles, arrived in Wheeling, W. Va., last week, but would not at first admit his identity as he feared being arrested for not carrying a license tag. Dunkley stated that he had not once been stopped in Pennsylvania, although he carried no tag. Guy Curry and Charles Ferguson, of Waukegan, Ill., the latter of whom last year made the round trip between Chicago and New York, and who still is riding the same Torpedo motorcycle, were reported on the road bound for Texas, where they will spend the winter. L. S. Jacobson, a Los Angeles bicyclist, who is making a trip from Tia Juanna, Mexico, to Boston, reached Cleveland last week. Jacobson has covered some 3,000 miles during the five months he has been on the road and intends to write a book about his travels. He says he has met with only one accident, when he fell while coasting down a North Dakota hill.

Dupre Captures a Grand Prix.

Victor Dupre, the long legged French rider who will again be seen in this year's six days grind, defeated Walter Rutt and a number of other cracks at Montabau, France, on October 5th. Dupre won the Grand Prix by a wheel from Rutt; Delage was third. With Delage as his partner he won the big tandem race.

Within one week after breaking the world's hour amateur paced record, O. Lapize, voluntarily turned professional. As stated in last week's Bicycling World, Lapize covered 51 miles 691 yards in the 60 minutes of riding.

SWENSON HANDS OUT THE THRILLS

He Captures all the Motorcycle Honors at Providence—Buffington and McLaughlin Aid in Creating Excitement.

B. A. Swenson had a red-letter day at Providence on Saturday last, 10th inst., winning every motorcycle event at the mixed meet on Narragansett Park track. In addition to a general cleanup in the open events Swenson enjoyed the distinction of reducing the record of 1:04 for that track. Although the mile oval was beginning to get cuppy after the automobile races Swenson bumped around in the fast time of 1:02⅗.

The meet was the most successful ever held in Providence and the motorcycle events created as much excitement as those in which the motor cars made the going. Swenson knows the real secret of exciting racing and he gauged his finishes to such a nicety that the large crowd of nearly 8,000 persons was on its feet most of the time.

In the first event, five miles for machines not exceeding 20 cubic inches, Swenson and Buffington drew applause from the spectators by their fighting all the way. At one turn Swenson would have the advantage, only to be passed by Buffington on the next. The close finish between the two was one of the features of the meet.

Five starters lined up for the class not exceeding 30½ cubic inches and this was one of the prettiest races of the day. Swenson got a bad start on his Indian, and McLaughlin, on a Merkel, looked good for the prize. After he got moving Swenson streaked it out and when he got to the front of the procession McLaughlin and he had it out until the finish, the latter winning by a small margin. Two of the miles were ridden in 1:04 each.

At the start of the event for machines not exceeding 61 cubic inches Swenson could not get going and the other riders were good enough sportsmen to allow another start. McLaughlin was expected to give Swenson a run for the prize, but his motor missed in the fourth mile and the latter had things easy after that, winning by nearly half a minute in 5:28⅕. Buffington was second and Thomson third. McLaughlin got going again and finished fourth.

The summaries:

Five miles, for machines not exceeding 20 cubic inches—Won by B. A. Swenson, 2¼ horsepower Indian; second, E. L. Buffington, 1¾ Indian; third, Robert Thomson, 2¼ Indian. Time, 6:35⅖ and 6:37.

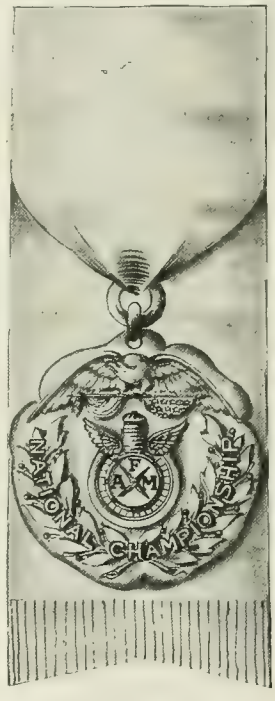
Five miles for machines not exceeding 30½ cubic inches—Won by B. A. Swenson, 4 Indian; second, J. McLaughlin, 4 Merkel; third, E. L. Buffington, 1¾ Indian. Time, 5:37⅖.

Five miles, for machines not exceeding 61 cubic inches—Won by B. A. Swenson, 7 Indian; second, E. L. Buffington, 4 Indian; third, Robert Thomson, Indian; fourth, J. McLaughlin, Merkel. Time, 5:28⅕.

One mile against track record of 1:04—By B. A. Swenson, 7 Indian. Time, 1:02⅖.

Extra Events at Championship Meet.

In addition to the one, five and ten miles F. A. M. national championships which the F. A. M. 1908 Meet Club, in connection with the New York Aeronautical Research Society will decide at Morris Park on election day, November 3, two other events will be contested. They will be a three miles race for private owners of single cylinder motorcycles not exceeding 30½ cubic inches piston displacement, and a five miles event open to all save the placed men in the championships, which latter race



OFFICIAL DESIGN OF F. A. M. CHAMPIONSHIP MEDAL

will be, of course, the last one on the program, being in the nature of a semi-consolation race. It assures one race which the new champions will not win.

In the event for private owners, the starters must have owned their machines at least 30 days previous to the meet. In the titular events, the F. A. M. standard gold, silver and bronze medals, struck from the official die, will be awarded for the first time. The handsome design of the medal, which incorporates the American eagle, the American flag, the laurel wreath, and the F. A. M. emblem, is shown by the accompanying illustration. The adoption of an official die assures that there will be no more "tin" medals, or semi-transparent ones, awarded for the highest honors each year.

To say nothing of the motorcycle racing, the demonstration of aerial craft of all sorts, including some remarkable "freaks," should make the occasion a notable one and one worth going miles to see.

"ROCKET" CLARKE PAYS HIS FINE

He Signalizes His Return to the Track by Trouncing Anderson—Amateurs Divide Honors at Clifton Stadium.

After enjoying a suspension of several weeks for holding up the management of the Newark Velodrome, A. J. "Rocket" Clarke, the Australian speed marvel, got into the game again last Sunday, 10th inst., and celebrated his reappearance by trouncing Norman M. Anderson, former champion of Denmark, and Iver Lawson, former champion of the world, in a semi-motor-paced race at the Clifton Stadium.

Clarke's victory came as a big surprise to Anderson, as well as to the latter's manager, the irrepressible Tom Eck. The race was made entirely to the Dane's liking, as the riders were paced for three-quarters of a mile and then left to sprint it out for the remaining quarter. Clarke won in three straight heats.

In the first heat Clarke beat Anderson so badly that the heat was declared "no race," the contention being made that Clarke held on to his pace ten yards too far, which would give him an advantage over Anderson.

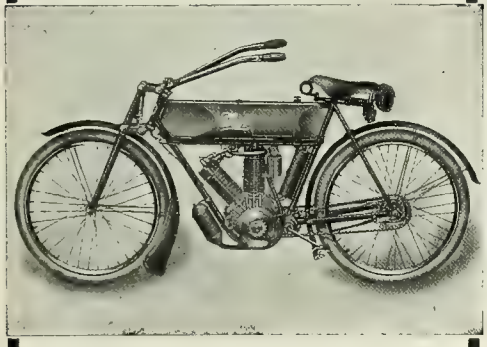
The popular little Kangaroo had no difficulty in winning the second heat and this moved Anderson to make an agreement with Lawson and Clarke to take it easy while behind pace and fight it out in the sprint. As Clarke rode with 91 gear, and Lawson 98, while Anderson had his bicycle geared to 100, the Australian and Lawson readily assented. Anderson evidently forgot his part of the agreement for in the third heat he dropped back and then went past Lawson and Clarke with a rush. Before Clarke could get moving the Dane had gained a lead of 20 yards, but Clarke told Turville, his pacemaker, to "get Anderson," and they fairly flew around the six lap saucer. Anderson was still some distance ahead when the pace dropped out, but Clarke made a magnificent sprint and beat him to the tape by a half wheel. Lawson was third in each heat. So far as is known Clarke scored the best time ever made in a race of the sort, the best previous performance being credited to Anderson in 1:39. Clarke covered the distance in 1:38⅗.

The best the scratch men could do in the two-thirds mile handicap for amateurs was to get third and fourth prizes. The event went to Anthony Backetty, of the Akron Wheelmen, from 70 yards, who defeated his co-marker, Arthur Allen, of the Brower Wheelmen, by a length. Jones got to the tape in front of Eifler in the scramble for third position.

In the five miles open, however, Eifler turned the tables on the local crack, when he trounced him in a spirited sprint. Watson J. Kluczek was a close third. Michael Angelo Journay captured the consolation

Thor TWINS

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¶At Los Angeles, September 9th, the *Thor* Twin, ridden by Shafer, that broke World's Record from 23 miles up, maintained regular and even speed for the hour.

¶The *Thor* Twin at the Third Annual Endurance Contest of the Chicago Motorcycle Club, September 14th and 15th, and the Elimination Run, September 20th, 21st, 22d and 23d, outclassed seven other makes. In this test the *Thor* **Twin** was the **"Survival of the Fittest."**

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for "simon pures" and Jacob Derosier had no trouble in winning the professional motorcycle handicap from Ruden and Turville. The summaries:

International match race—Won by A. J. Clarke, Australia; second, N. M. Anderson, Denmark; third, Iver Lawson, Sweden. Time of final heat (one mile) 1:39.

Two-third mile handicap, amateur—Won by Anthony Backetty, Akron Wheelmen (70); second, Arthur Allen, Brower W. (70); third, Fred W. Jones, Passaic (scratch); fourth, Frank W. Eifler, C. R. C. A. (scratch). Time, 1:21⅗.

Five miles open, amateur—Won by Frank W. Eifler, C. R. C. A.; second, Fred W. Jones, Passaic; third, Watson J. Kluczek, West Orange. Time, 11:38⅕.

Two miles consolation, amateur—Won by Michael Journay, Nutley; second, William Lamphear, Lakerim A. C.; third, John S. Roth, Brooklyn. Time, 4:50.

Three miles motorcycle handicap, professional—Won by Jacob Derosier (scratch); second, Carl Ruden (1 lap); third, Charles Turville (1 lap). Time, 3:17⅗.

New Haven Motorcyclists Organize.

The New Haven Motorcycle Club, of the Connecticut city of that name, has been organized with Edward Brereton, president; George Wildman, secretary and treasurer, and James N. Boyce, chief marshal. Tomorrow (Sunday) the new club will meet the Hartford Motorcycle Club at Southington, Conn., and get acquainted while at dinner.

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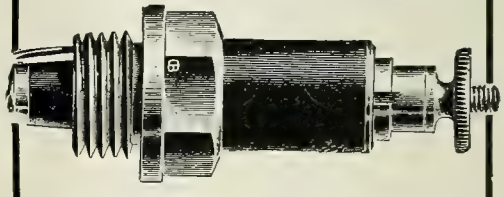
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BOOMERANG ACTION OF FRAME-UPS

How They Hit the Newark Velodrome Management—Kramer Loses Prestige and Fogler Misses Opportunity.

Although it has been an open secret that undue regard for the track owners' and race promoters' pocketbooks is the chief reason why the National Cycling Association so long remained blind to the frame-ups, fouling, "flagging" and other unfair and dishonorable practices which have marked this season's sport, what this policy has cost the owners of the Newark Velodrome is not easily reckoned. The policy was pursued largely because of desire to assist the Newark enterprise and its proprietors and the N. C. A. do not now realize that it was a mistaken idea and that, after all, if honesty is the best policy, the fault is their own. There never was a more graphic illustration of the far-reaching evil effects of frame-ups and fake racing which otherwise and too-politely has been termed "teaming," than that supplied by the Newark track.

When the track was rebuilt, the exclusive services of Frank L. Kramer, the national champion, were sought and obtained. In return for 5 per cent. of the gross gate receipts and, of course, all the money he might win in competition, Kramer agreed to appear at no other track. For some reason or the other Kramer, or Kramer's uncle, who attends to most of the champion's "business," apparently thought that he could not retain the premier position without help and accordingly Joe Fogler, the big, strapping Brooklynite, was engaged by Kramer to render the necessary assistance. Fogler's job was to do everything but defeat Kramer. He was to perform the "heavy work"—to pace the champion, to find openings for him and pull him through; to "protect his rear wheel," when necessary; to "flag" or stall off or fight off competitors who might appear dangerous, and generally to perform all other of the unlovely and prearranged tasks which come of I-win-you-lose agreements. As Kramer paid Fogler well for doing so, Fogler faithfully carried out his part of the contract, although on several occasions he had a difficult time in doing so; more than once, he actually had to back pedal in order to "lay down" and not beat his employer.

Whether it was foresight or keen judgment of men that induced Kramer or his uncle to select Fogler, it certainly was as fortunate in choice for Kramer as it was an unhappy one for Fogler and the Newark Velodrome, although neither doubtless has yet grasped the full significance. The combination proved practically unbeatable. No other man stood more than a ghost of a chance. There was no real competition and "Kramer first" became such a tiresome announcement that people wearied of it and after the first few meets the attendance, while remaining fair, was not what it might have been. No man relishes the same dish day after day.

It was not until A. J. Clarke, the Australian crack, arrived in Newark last August and was pitted against Kramer, that the N. C. A. had an opportunity to discover how the Kramer-Fogler frame-up had been injuring the sport; it also served to disclose to the track owners how that form of bunco racing had diminished their income. With the appearance of Clarke and the prospects of real racing, the gate receipts more than doubled. But how men deceive themselves was well illustrated by Kramer's uncle on the occasion of Clarke's first appearance.



"I don't see that Frank's 'teaming' is hurting the attendance," he was heard to remark self-satisfiedly.

He did not seem to realize that the largely increased crowd was due to the public's belief that at last it was to obtain a real run for its money. For the Newark papers finally had turned on the light and the public knew that Kramer had not been winning on his own merits; in fact, they openly accused him of "buying up" every man whom he feared might defeat him, and who might assist him in defeating other men exactly as Fogler had been assisting him all season.

Kramer's remarkable employment of Fogler and its tacit approval by the N. C. A., was unfortunate for Fogler and the Newark Velodrome, because there are very many persons who are of opinion that but for the astounding agreement and the consequent frame-ups and lay-downs, Newark would have witnessed a season of such stirring competition as it has not seen for years and crowded houses would have been the rule. These same persons believe that Fogler requires no odds of Kramer, in respect to legs at any rate, if not to head work. There were a dozen times this year when everything indicated, had he so willed, he could have run the champion off his feet. For to give the big Brooklynite his due, he is as strong as an ox and can stand punishment of which Kramer scarcely is capable, and during the year his sprint has taken on a fine edge. He really is fit to cope with the best of them. It may be too much to say that had he not been content to act as the champion's hired man, he himself might now be champion and able to command a champion's price, but it is a fair statement that he would have made his mark and be looming large on the horizon, as the "coming man." He threw away a glorious opportunity that may not return. There were several occasions when he back-pedaled in order not to defeat Kramer, and many others when in "laying down" he "cut the finish so fine" that Kramer was able to beat him by inches only. If there is any saving grace in such a remarkable and unsportsmanlike agreement between the two men it is contained in the fact that Fogler never "double-crossed" the man who was paying him to play the part of loser.

Kramer's threat to carry to the N. C. A. Board of Appeals his long overdue disqualification of Sunday week is almost as amusing as his omnipresent uncle's excited exclamation on that occasion: "Why, the fact that Fogler finished second is proof that they were not teaming." Kramer and his uncle are evidently unaware that one day this summer, Fogler was taken to task by a member of the Board of Appeals and in extenuation of his combination, cited the fact that he several times had finished a close second as evidence that his offense was not as bad as it might be. On that occasion Fogler had dropped into the Bicycling World's office to see a member of its staff, who at the time chanced to be absent. Fogler took a chair and awaited him. The Board of Appeals also happened to be attached to the Bicycling World establishment. Fogler had not been on friendly terms with the man he had called to see; something the latter had written regarding his team work had rubbed him the wrong way, and Fogler in wrath had threatened to "do" him at the first opportunity. His visit therefore was quite a surprise.

"What are you doing here?" asked the Board of Appeals member when he caught sight of Fogler.

"I'm waiting to see ....."

"We understood that you have been threatening to 'do' him; is it true?"

"Aw! I didn't mean any harm. He wrote something that made me hot; but I'm over it now."

"At any time you feel like 'doing' any one you should come to the right place. Was there anything untrue in what was written?"

"Well, it made me hot, anyway."

"Are you still 'teaming' with Kramer?"

"Sure; everybody knows it."

"Don't you know that it is against the rules?"

"I've read every page in the N. C. A. book

and I can't find a line that says I can't 'team up' if I want to do it,"

"Don't you know that the first rule of sport is that every man shall ride to win?'

No response.

"Don't you know that a specific rule forbidding teaming has been issued?"

"I heard something about it."

"Don't you know it is so?"

"Well, I asked Mr. Kelsey (chairman of the N. C. A. Board of Control) about it and he said he didn't see how back-markers in handicap races ever could win unless they helped each other."

"But you are teaming with Kramer in scratch events."

"Everybody can see it. I never made any secret of it."

"Why do you persist in it when you know it is unfair and against the rules?"

"Well, I can make more money doing it?"

"Do you mean to sit there and shamelessly admit that you can make more money by losing races than by trying to win them? Do you know what you are saying?"

Fogler, apparently, had not considered the moral side of his admission. As the interview progressed, he gradually had grown surlier and his replies had become more dogged. He plainly was uncomfortable. He left the last interrogation unanswered.

"Do you know what they used to call men who split purses or accepted money for losing races?" persisted his questioner.

No answer.

"Do you know what they used to do to such men?"

No answer.

"Don't you realize that you are 'throwing' races?"

Long pause.

"Well," finally blurted out Fogler in despair, "I finish a close second to Kramer pretty often."

"Doesn't that prove absolutely that you could have beaten him pretty often if you honestly had tried to do it?"

No answer.

"Don't you realize that you are not giving the public a square deal and that you and Kramer will be the centers of a first-class scandal that will hurt the sport?"

If Fogler realized anything of the sort he would not admit it. Words failed him and he departed without seeing the man whom he had called to see and whom later he attempted to assault.

If Fogler is fully able to realize anything, he is in position to reflect that however much Kramer may have paid him, had he ridden "on the level," he probably now would be reckoned a star of the first magnitude and with one or more fat foreign contracts within his reach, which would have netted him two or three times as much as he earned during the racing season now ending; and it is as certain that the receipts of the Newark Velodrome would be several thousand dollars greater had Kramer and Fogler battled as they were capable of battling.

HERE'S THE N. C. A. DISINFECTANT

Full Text of New Rules Which Forbid Frame-Ups and Other Unfair Practices—Fines to be Imposed.

The determination of the National Cycling Association to stamp out the practice of teaming has resulted in the formulation of new rules, as briefly mentioned in last week's Bicycling World. The rules designed to discourage team work in both scratch and handicap events are very explicit, and states first of all that each competitor must ride to win, whether in a handicap or scratch event. As has been stated, the principal features of the rules are that each rider shall set his share of the pace; that a rider shall go from his mark in the handicaps and not wait for those behind; that penalties shall be imposed for infractions of these rules, the money to apply toward a penalty fund which will be given to riders in prizes in a race at the end of the season. The rules in full follow:

Scratch Races.

It being the prime object of a scratch race to have the fastest man win on his merits, the following rules shall govern such competition:

1. Every competitor starting shall ride to win.

2. The rider in the lead shall set the pace at his discretion while the field is together. Should one or more riders jump away from the field, the rider leading the field at the time of the jump shall do his utmost to close the gap for a distance of not less than 150 yards, when he shall swing up to the outside, and the rider who was accepting his pace shall repeat the operation, and same schedule shall apply consecutively to the men following in rotation until the gap is closed.

Handicap Races.

1. In handicap races, each rider must take advantage of his handicap and ride to win. In case two or more riders start from the same mark, the man on the pole shall set the first pace for a distance of not less than 150 yards, and shall be succeeded in setting the pace for a like distance by the man who is accepting the leader's pace at the time he swings up the bank, and the pace shall be so alternated by each field of handicap men until the field is bunched.

2. After each rider has performed his share of the pacemaking he must go to the rear of his group from the outside of the track, until the field is bunched, when the same rules governing open races will prevail until the finish line is reached.

3. A rider starting alone from a handicap mark must do his utmost to close the gap between himself and the preceding handicap men, and should he be overtaken by the riders starting on marks behind, he must take his share of the pace as is prescribed in the rule covering riders starting from the same mark.

Penalties.

1. Any rider who fails to observe the above rules shall be fined $5 for the first offense, $10 for the second offense, and $25 for the third offense, and for further offenses suspension for not less than 30 days or more than one year shall be imposed.

Penalty Race.

1. All fines imposed by the referee under the above special provisions shall be paid to the member of the board of control in whose district the offense is committed. The fines so collected shall be transmitted by the board members to the chairman of the board of control, who shall keep a separate accounting of same, and these fines shall constitute a fund that shall be used as prize moneys, to be contested for at the close of each season, in each district, the amount of the prize to be governed by the amount collected.

2. The penalty race will be awarded in each district to the track offering the largest additional purse therefor.

3. The only riders eligible to compete in penalty races are those that were competitors at five meets in the respective districts where the fines were imposed.

Butler Gets Third in Paced Race.

Nat Butler finished third in the paced race at the Parc des Princes track in Paris on October 5th. The race was contested in two heats, the classification being by the addition of the distance covered by each rider after the first had covered the distance of the heat. The first heat was at 20 kilometers and Darragon got home first, with Contenet second and Butler third. Wills, the hour record holder, finished last. The second heat went 40 kilometers and the position was the same as in the first heat. The final classification gave Darragon the victory with 60 kilometers; Contenet second with 59 kilometers 350; Butler third with 56 kilometers 50, and Wills last with 49 kilometers 667.

New Date for Combination Century Run.

Because of the threatening weather the combined bicycle and motorcycle century run to Sayville, L. I., and return, did not take place as per schedule on Sunday last. It has been postponed until Sunday, October 25th. The original schedule wil be adhered to, the bicycle division leaving Bedford Rest, Brooklyn, at 7 a. m., and the motorcyclists, in command of Henry J. Wehman, three hours later. D. M. Adee, president of the National Cycling Association and of the Century Road Club Association, under whose auspices the run is held, will pace the bicyclists.

Walthour Suffers from Poor Pace.

Walthour received the sympathy of a big crowd at Roubaix on October 5th when his motor caused him to lose the paced race. The first heat went to Simar, and second place to Lepoutre as Walthour's pacing machane behaved so badly that he quit. In the second heat the motor did not act much better and Le Poutre was able to finish first after Simar took a hard fall, which broke his collar bone. Walthour won the final heat from Lepoutre, the point classification giving the victory to the Frenchman by one point.

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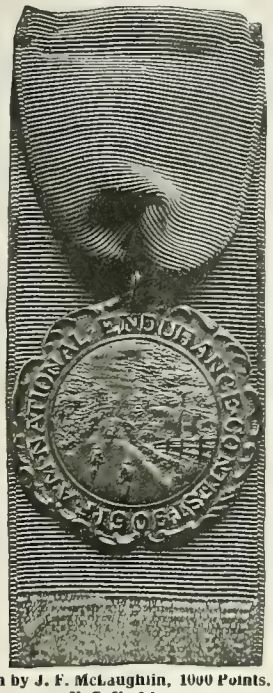
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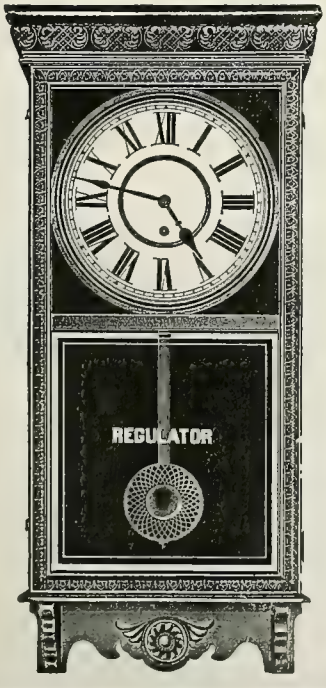
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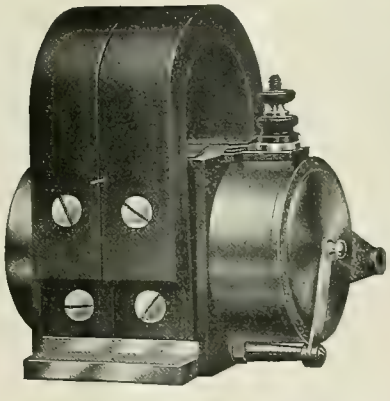
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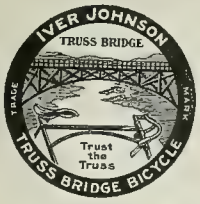
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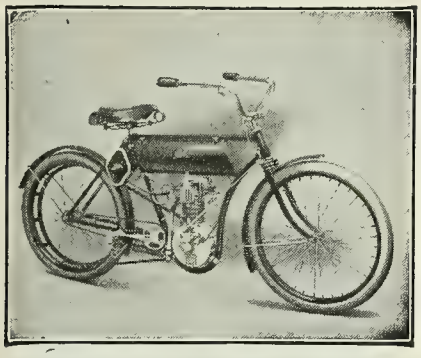
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The Week's Patents.

894, 586. Pneumatic Pump. Albert Brest, New Castle, Pa. Filed Oct. 19, 1907. Serial No. 398,186.

1. A pump attachment for pneumatic tires comprising a pump cylinder supported at one end on the wheel rim, a yoke secured to the wheel hub centrally of the latter and to which the other end of the pump cylinder is connected, said yoke provided at its outer end with a bearing, a pipe communicating with said pump cylinder intermediate the ends thereof and having its outer end extended angularly and received in the bearing of said yoke, a frame fixed on the wheel hub adjacent one end thereof and provided near each end with a bearing, a shaft mounted in one of said bearings and carrying a crank, a piston within said pump cylinder to which said crank is connected, a piston arranged in the angularly extended portion of said pipe and having its rod extended through the other bearing of said frame, a clutch member rigidly fixed on the axle of said wheel, a second clutch member movably mounted on said axle and normally held out of engagement with the rigid clutch member of said piston rod, and a pinion on said shaft to engage with the movable clutch member when the latter is in engagement with the rigid clutch member whereby motion is imparted to the piston in said pump cylinder.

895,086. Coaster Brake and Speed Gearing. William S. Gubelman, Buffalo, N. Y. Filed March 10, 1903. Serial No. 147,102.

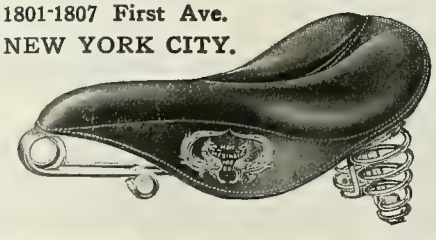
1. The combination of an axle, an inner hub barrel mounted on the axle and provided at opposite ends with bearing cones, an outer hub barrel provided with spoke flanges, separate bearing cups secured in opposite ends of the outer barrel and journaled on said cones, one of said cups having a gear rim, and a variable speed gearing which is interposed between the inner and outer barrels and of which said gear rim forms a part, substantially as set forth.

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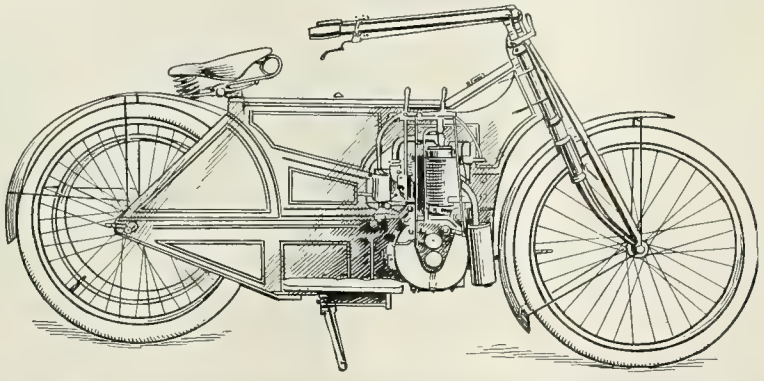
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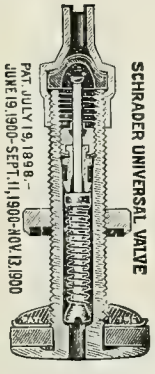
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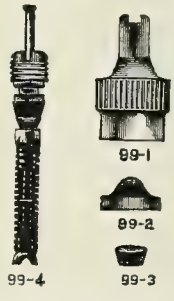
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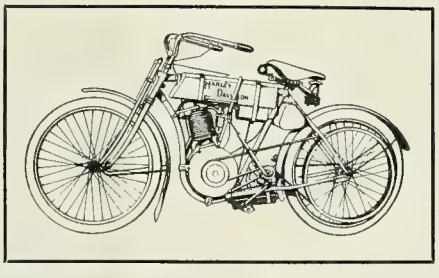
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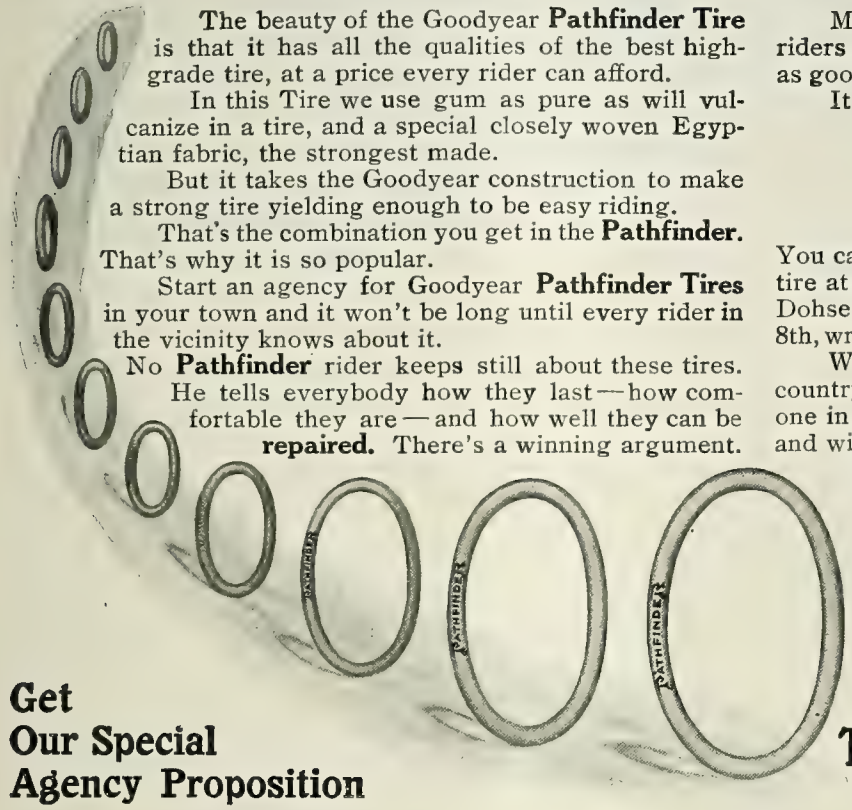
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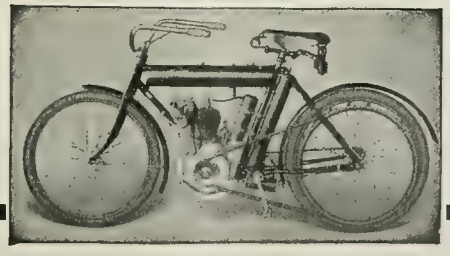
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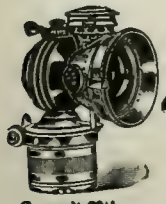
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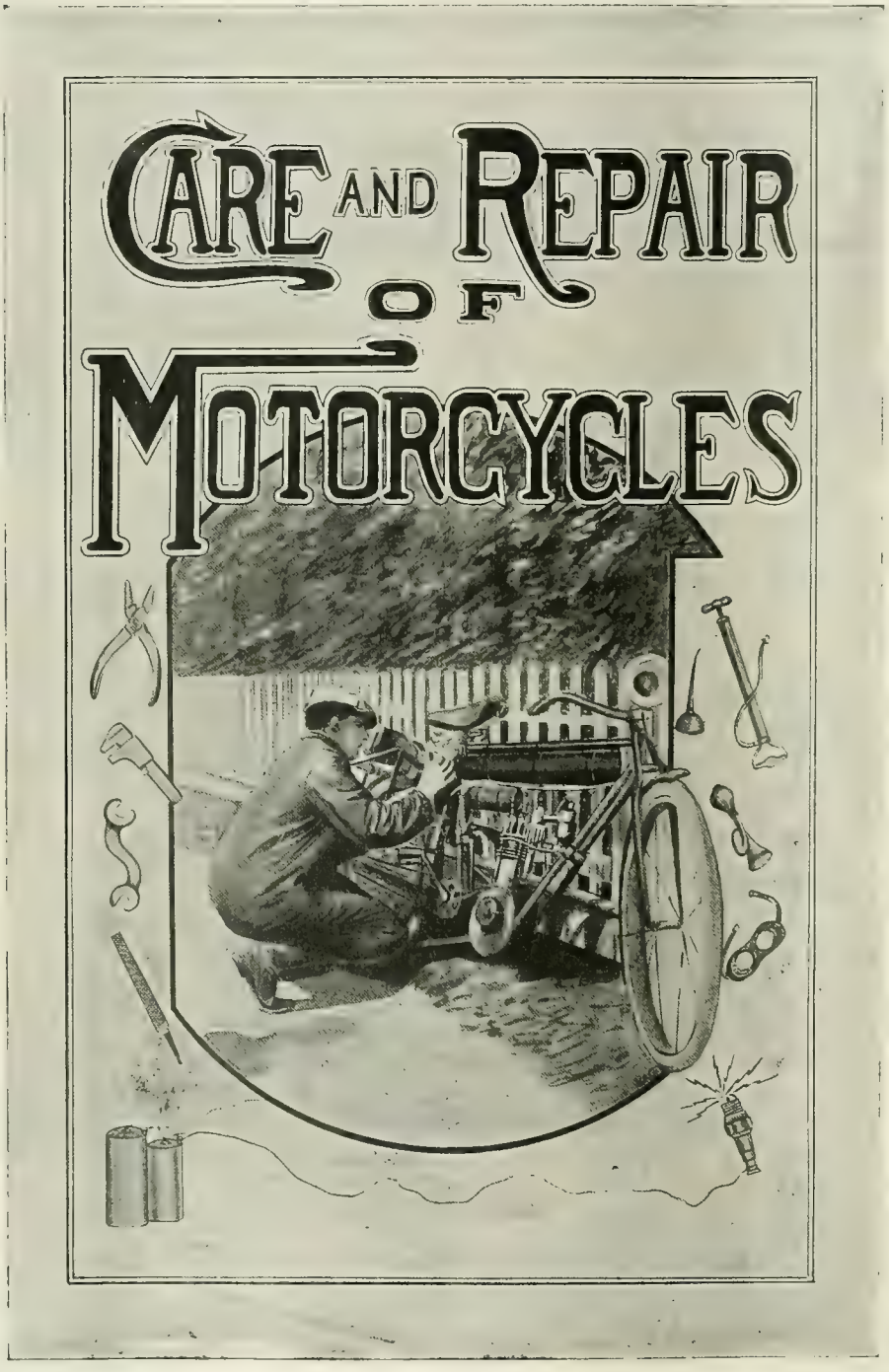
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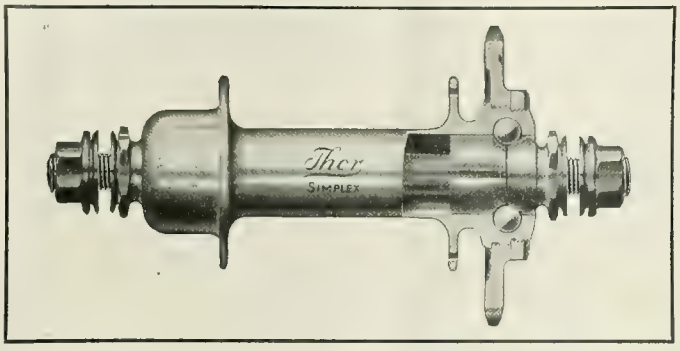
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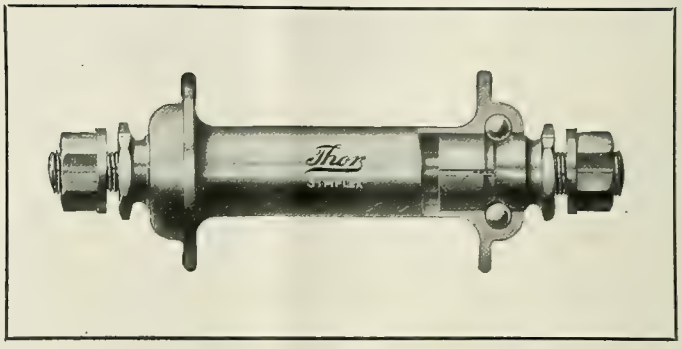
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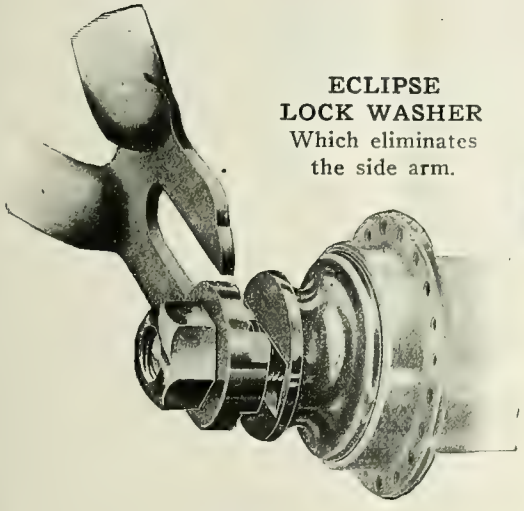
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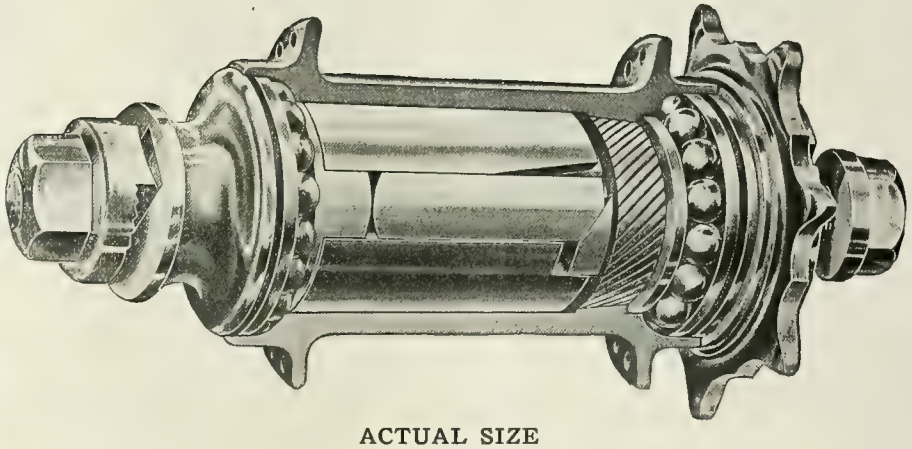
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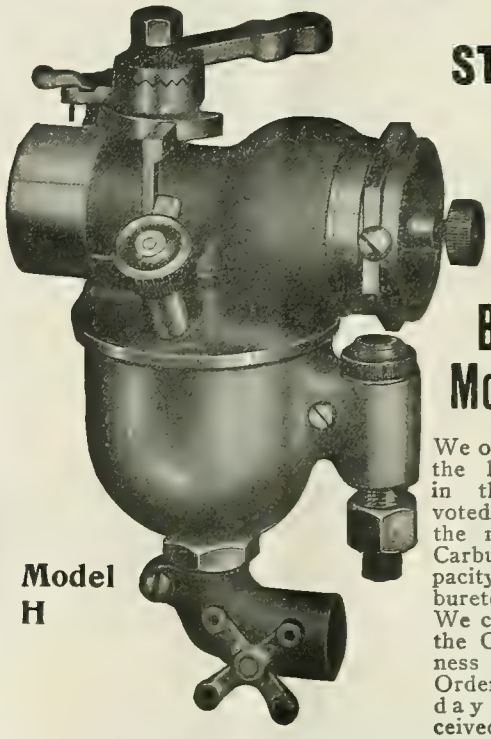
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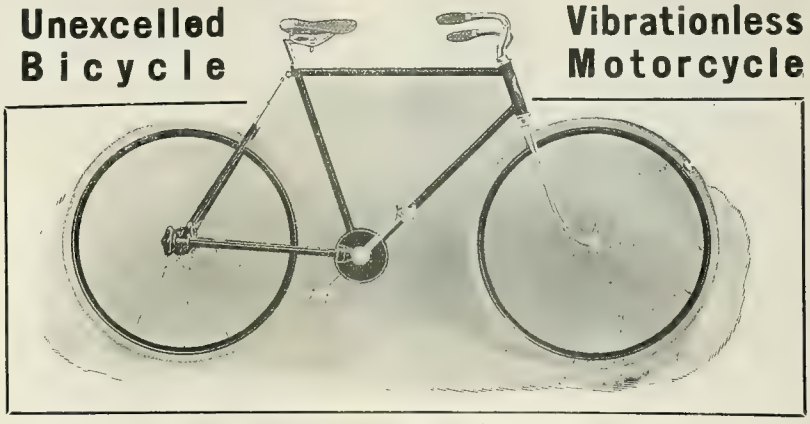
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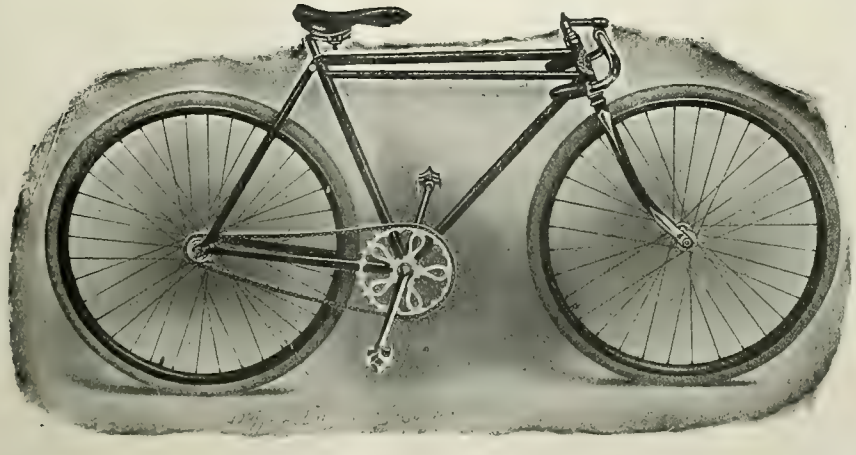
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To Men Possessed of Unbiased Minds

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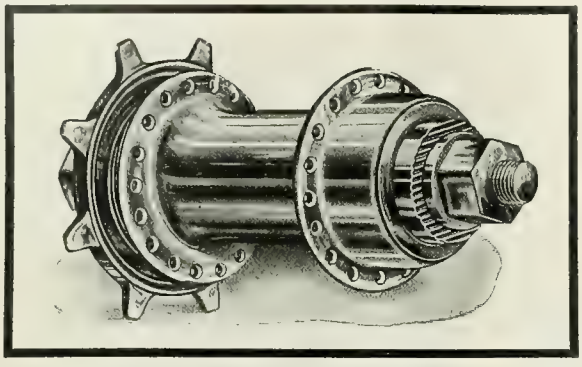
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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVIII | New York, U S A. Saturday, October 24, 1908 | No. 5

HENDEE TO HAVE LARGER PLANT

Buys His Present Factory and Surrounding Real Estate—Will Double Capacity by Erecting New Buildings.

Following the wise injunction, "Own your own home," the Hendee Manufacturing Co. have become possessed not only of the splendid factory building in Springfield, Mass., in which their Indian motorcycles are built, but have acquired the land on which the property stands, and in addition all of the surrounding real estate, which will permit of enormous expansion.

The purchase was consummated last week, and assures that the Hendee Manufacturing Co. will remain in Springfield. The lease of the property which they occupy had about two more years to run, and as, until last week, the owners refused either to sell or to erect the additions necessary to relieve the congestion in the Indian factory, President Hendee for some time had been seeking a new location. He had been offered several sites in Springfield, and also one in Hartford, the terms for the latter being so favorable that for a while it appeared that Hartford soon might become the homeplace of the Indian. However, the Springfield property owners finally saw a light and were induced to change their minds and as a result the purchase was effected without delay.

With the additional buildings which will be put up, the Hendee Manufacturing Co. will have what undoubtedly will be the largest exclusive motorcycle plant in the world. Its present four-story brick factory, 150 by 50 feet, stands on a triangular plot formed by State street and Wilbraham road, the apex of the triangle being flattened. The sides of this semi-triangle are 300 feet each, the apex 100 feet and the base 107 feet; a railway siding abutting the rear of the property. It is on this plot that the addition will be erected. It will be of the same style of architecture and when completed will make the dimensions of the factory 285 feet long by 50 feet wide, each of the four floors being devoid of obstructing posts and affording a clear view from end to end. To bring about this end, changes are necessary in the interior of the present building, and these will be undertaken immediately. It is not likely that the addition itself will be erected until next spring. Architects are now at work on the plans.

In addition to the extension of the factory, and to carry out future plans, there also will be built an L, 50 by 50 feet, which will be used for stock and tool rooms, and for other non-productive departments. A separate power house likewise will be constructed.

Overman Buys into the Auto-Bi.

After spending some time in the automobile trade, Will C. Overman, who in the heydey of the Victor bicycle was one of the powers in the Overman Wheel Co., has gravitated to the motorcycle industry. He has secured an interest in the Auto-Bi Co., of Buffalo, N. Y., of which he has become vice-president and sales manager. As he scarcely can have forgotten the methods which made the Victor one of America's most famous bicycles, their application to the Auto-Bi should prove fruitful of results.

Githens is Appointed Sales Manager.

Herbert A. Githens, who for many years has been the general traveling representative of the G & J Tire Co., Indianapolis, has been moved up another peg. As a reward for his earnest and loyal work he has been appointed sales manager of the company.

Walton Doubles Its Capital Stock.

The Walton Motor Co., Lynbrook, L. I., has certified for an increase of its capital from $10,000 to $20,000. The Walton company is the same which recently secured the American rights to the Midget Bicar.

MAKERS COMPLETE ORGANIZATION

Motorcycle Manufacturers Elect Officers—Importers Made Eligible—Likelihood of Uniform Agency Contract.

The Motorcycle Manufacturers Association completed its organization on Tuesday last, 20th inst. The meeting at which this was brought about was held in Hotel Tuller, Detroit, Mich., at which these gentlemen were present: George M. Hendee, Hendee Mfg. Co.; J. D. Hurley, Aurora Automatic Machinery Co.; Fred C. Robie, Excelsior Supply Co.; Percy P. Pierce, Pierce Cycle Co.; C. E. Becker, Auto-Bi Co.; G. M. Hornecker, Hornecker Motor Mfg. Co.; Arthur Davidson, Harley-Davidson Motor Co.; W. F. Remppis, Reading Standard Co.; and W. T. Marsh, American Motor Co.

After the adoption of the constitution and by laws, officers were elected as follows:

President, George M. Hendee.
Vice-President, William F. Remppis.
Secretary, Fred C. Robie.
Treasurer, Percy P. Pierce.

Owing to matters connected with the recent amalgamation of the Merkel and Light companies, Edward Buffum, who was chosen temporary secretary of the association at the preliminary meeting in Buffalo last month, was unable to be present, but in a letter regretting his absence and pledging the support of the Merkel-Light Motor Co., he also took occasion to suggest that George M. Hendee was the logical man for the presidency and this view prevailed. W. F. Remppis, the temporary chairman, himself offered the motion that made Hendee the unanimous choice of the meeting.

The new association was in session from 10 o'clock in the morning until 4 in the afternoon, with but a short intermission for luncheon. Discussion was general and practically unrestrained, and many topics were touched on, but it was made plain that such matters as prices and discounts and others

of purely individual concern would not be dealt with by the organization. It is the purpose to consider only subjects of mutual interest to the whole industry. Under this heading, the advisability of adopting a uniform agency contract, which, among other things, will require agents to maintain list prices, was debated at some length and met with favor. The subject of motorcycle sections at the automobile shows also received considerable attention. It appears that there are those who believe that motorcycle should be spelled as large as automobile, that it should appear on all show advertising and signs, electric and otherwise, and that a special press agent for the motorcycle section should be employed.

As a matter of fact, however, it was difficult to learn exactly what was done or talked about, apparently only cut and dried publicity being desired. The members of the association seemed to have agreed to say nothing, or at any rate, to say as little as possible.

The constitution and by-laws provide for an initiation fee of $25 and annual dues of the same amount. Not only motorcycle manufacturers, but bona fide importers are eligible to membership. Four meetings a year will be held, on the third Wednesdays in January, April, July and October, respectively; the annual election will occur at the July session. A special meeting, however, will be held on November 18th next, the Hotel Stattler, Buffalo, N. Y., being selected as the place for the gathering.

Immediately after the meeting adjourned, Sales Manager Philp, of Morgan & Wright, "kidnapped" practically all of the members of the association, and bundling them into waiting automobiles hurried them to the big new Morgan & Wright factory on the water front. There they were shown through the plant and given a demonstration of exactly how M. & W. tires are made and in several instances, "doing the honors," extended until a later hour or rather an early one.

New Company Will Make Tires.

The manufacture of bicycle tires is included in the stated objects of the Preston Fabric Tire Co., of Buffalo, N. Y., which this week was incorporated under New York laws with $100,000 capital. The incorporators are as follows: C. Wesp, M. R. Evans, J. F. Preston, P. Wesp, Jr., A. S. Collins, all of Buffalo.

Hygrade Incorporates at Troy.

The Hygrade Rubber, Bicycle and Automobile Supply Co., of Troy, N. Y., has been incorporated with a capital of $10,000. The directors named are as follows: Arthur W. Rood, Burdett and Hutton streets, Troy, N. Y.; Percy B. Whitmore, 206 West 114th street; George M. Post, 57 Warren street. New York.

The Retail Record.

Fredericksburg, Va.—Rappahannock Gun & Cycle Co., receiver appointed.

UTOPIAN SCHEME TO BOOST TRADE

British Manufacturers Discuss Possible Effect of New Frame Designs—One of Them Promises a Sensation.

In Great Britain, a portion of the trade is considerably exercised over the necessity for a marked change in the design or appearance of bicycles in order to promote new sales and thus stimulate the business. Much of the discussion centers about the possible virtues of entirely new frame lines, one of the manufacturers promising to disclose something sensational at the Stanley show in London next month. Much mystery is being thrown around it and whether or not anything comes of it, the suggestion is proving a subject fertile in argument.. It even has been suggested that the cycle trade should secure the rights to a frame of new design, and permit it to be made by manufacturers who are members, and sold by retailers who are members.

"There would be a hard and fast retail selling price, perhaps £8 10s., and a uniform margin of profit to the agent of £2 10s.," explains a member of the Utopian party to the discussion. "The members of the association would then have a machine, well boomed by the press, which could not be cut by anybody outside the association, because it would not be procurable, and would show him a good profit. There is something particularly attractive about the idea. If there were anything in the new frame it would be like starting the cycle trade over again, but with this difference, the sections of the trade, knowing to what disaster over-keen competition carries things, would take care to manage things better. The trade itself, through its association, would have a proprietorial right in the bicycle, and could so regulate things that no firm should injure the interests of the whole industry by making sensational cuts in prices or by attempting to divert business from its natural distributing channel—that is, the retailer."

Cheap Bicycles for the "Niggers."

In Africa, where the black man is very much of a white man's burden, the white man bears the burden lightly, as is made evident by a communication printed in an English publication from an African firm which seeks the "cheapest bicycle on earth" for the use of the "niggers." The firm is breezily frank in describing the sort of bicycle it desires.

"What we really want is quantity, not quality," it writes. "As long as the machine will stick together until it is unpacked. this is about all we require. With a good blazing nameplate and plenty of gold paint, it will practically make the nigger's heart rejoice, until he rides the machine, and then, of course, his relatives will see to the rest, 'No flowers by request.' Therefore if you can readily tell us the name of a man who will bring out a machine (we would supply the tires ourselves) at about £2 or cheaper, we shall be greatly indebted to you."

How to "Convert" a Plain Nut.

It frequently happens that certain parts of the machine which have to be adjusted often are provided by the maker with plain nuts when wing nuts would serve to better advantage. In such cases the driver can readily "convert" a plain square or hexagonal nut by making a saw cut across it and soldering in place a couple of thin steel blades of appropriate shape. A simpler method is to drill a small hole through the long diameter of the nut, entering the drill at one of the corners, and driving a small pin into either side.

Why the West Uses Wide Handle Bars.

In talking of the unusually wide handle bars which are in such general use in the West, C. F. Wright, of Ballou & Wright, Portland, Ore., who now is in the east, attributed the fashion or demand to the influence of the humble messenger and delivery boys. These lads are accustomed to carrying their bags or packages on the front of their bicycles and of course the wider the bars the larger the package they can carry. Mr. Wright stated that he has sold bars having such an extreme spread as 28 inches.

Death of Frederick F. Rick.

Frederick F. Rick, senior member of F. F. Rick & Co., one of the largest and best known bicycle and motorcycle firms in Buffalo, N. Y., died at his home in that city on Saturday last, 17th inst. He was 36 years of age. He is survived by his wife and two brothers, who were associated with him in business.

Another Beneficiary of the Cab Strike.

E. J. Willis was not the only New York bicycle dealer who profited by the recent taxicab strike. Willis, on short notice, sold the taxicab company 20 bicycles for the use of its private policemen, but A. G. Spalding & Bros. profited even more largely. They sold the company 51 bicycles for the same purpose.

Care in Resetting Timing Gear.

When resetting the timing gear of a motor, it is well to make sure that the two-to-one gears are tightly keyed in place on their respective shafts. Otherwise there is liability of more or less uncertain action, not to mention the probability of a clatter in the valve gear.

More Californian Visitors in the East.

C. C. Hopkins and John W. Leavitt, of San Francisco, two more of the small army of Pacific Coast tradesmen which recently "invaded" the East, were in New York this week, One other, George A. Faulkner, of Oakland, Cal., is en route, headed toward this city.

THE REPAIR OF THE MAGNETO

Some Important "Don'ts"—Elusiveness of Troubles Illustrated by a Typical Experience—Hints on Care-Taking.

The general impression seems to be that magnetos are extremely intricate, and that magneto ignition is excellent so long as nothing goes wrong with the magneto, but that in the latter unfortunate event no one but an expert can get the machine home unless it is fitted with a system of induction coil ignition in addition to the magneto system, says the "Factory Foreman," in the Cycle and Motor Trades Review.

The heading, "The Repair of the Magneto," must not be too literally interpreted, because actual repairs are seldom either necessary or possible. All the repairer can do, as a rule, is to dissect, clean and adjust the parts of a magneto and see that the sparking time synchronizes with the relative piston positions in each cylinder of multi-cylnder engnes.

Don't take the armature or the armature shield out of a magneto without first fitting an iron plate or "keeper bar" across the poles of the magnets to preserve temporarily the continuity of the magnetic circuit, which the armature itself does when in situ.

Don't as a rule take the armature out of a magneto at all; there is nothing inside it to repair or adjust, and it can very readily be cleaned in situ when the cover—which usually forms the condenser casing—is taken off.

Don't use a hammer upon the magnets to straighten split cotter pins and such-like jobs. The hammering vibration tends to destroy the magnetism.

Don't use undue force in dissecting the distributor parts of a magneto. Some of these parts are of ebonite, which is rather fragile, tends to swell tightly into screw threads, and can only be replaced if broken, by the makers; moreover, replacement parts for magnetos are not remarkably cheap.

Don't clean a magneto indiscriminately with gasolene. The spirit softens the shellac covering of the armature winding, dries up the needful oil in the bearing lubricating wicks, and may easily cause a fire when the machine is started up.

Turning from negative to positive remarks, let us take as an example a temporarily puzzling magneto job which recently went through our repair works.

The magneto was a Bosch type for four-cylinder engine, and it had sparked satisfactorily for several years running of a 15 horsepower car of first-class make, which is also provided with high tension coil ignition in addition to the high tension magneto.

Of late, however, the owner noticed that the engine ran more consistently upon the coil ignition and less efficiently upon the magneto. The contact points in this type magneto are formed, one as a fixed screw and the other on the end of a rocking arm which is actuated by a fiber cam against the holding up pressure of a coil spring.

Careful adjustment of the contact points and cleaning the more accessible parts made no improvement in the running, although a good spark was given at each magneto cable terminal, and as we knew the sparking time had never been altered since the engine had run well upon the magneto, we concluded that the magneto must be dirty or worn upon the internal contact surfaces.

We dissected the parts, fitted new carbon brushes, cleaned out the distributor box, trimmed up the worn commutator surface, and reassembled all in position again, having discovered nothing particularly out of order except that the four projections on the fiber disc which forms the cam for breaking contact were all worn slightly so that the breaks were somewhat slower and later than they must have been when all were new.

As this labor resulted in very little improvement in the running we concluded that we had not been quite on the right track, so the next procedure was to test the synchronism of the coil and magneto firing times which we thus far had assumed to be correct.

We found the magneto was firing too late, and the cause was finally located as mainly due to what may be termed backlash wear in various parts, viz., the wear in the driving timing wheels, the magneto dog clutch drive, and the inclines on the fiber cams. These, though hardly noticeable separately, yet all added together, made a very appreciable amount, especially as the range of advance of timing lever is not great for magnetos, and there was hardly the full advance range permitted in this case because of wear of the control connections and joints.

Finally we simply advanced the magneto driving wheel by one to th, which practically corrected the results of wear as far as driving the sparking at the right time was concerned. It seems a very simple thing in the end, but it is the simple things that turn out most puzzling at times, because that which is obvious is seldom suspected; anyway we had the satisfaction of knowing that although we got off the main track of the trouble at first, the work of cleaning and adjusting was timely and necessary and therefore not wasted..

The foregoing remarks apply equally to motorcycle magneto ignition, especially to the chain-driven types of magnetos, and a further element of possible error is introduced into some of them by reasons of the makers merely friction-fixing the chain driven cog on to the tapered end of the magneto spindle instead of keying it on.

Now if I had a chain-driven magneto for personal use I should prefer the solely friction fixing, because it allows of greater nicety of timing adjustment, and an owner can always put a private mark on such things, but in a business capacity I look upon it as a time wasting nuisance for the repairer.

A few hints:

Keep the magneto clean inside and outside.

Keep it properly lubricated.

Keep the contact points so adjusted that a piece of ordinary writing paper will only pass between them at break and contact.

When the cam wears so that it does not break contact sharply, it is better to fit a new cam than to try faking up the contour of the old one.

Any expert local saddler will make a smart and efficient rainproof magneto cover out of patent leather at a moderate price, but see that it is leather, and it is well to pass the spark cable through a sleeve of rubber tube to ensure perfect insulation from a wetted leather cover. A leatherette rag of a cover, it may be remarked, is worse than useless.

Is it needful to remind any repairer that a magneto switch should be wired to "earth" when in the "off" position? A coil and accumulator or switch opens, not closes, the circuit when in the "off" position. The running magneto produces current all the time whether it is used or not.

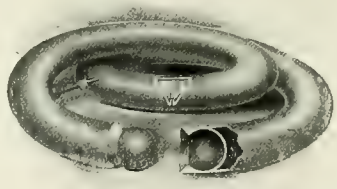
The carbon or carbons in a magneto generally wear on their contact ends to the contour of the commutator; it is advisable to file them flat again on the ends and slightly stretch the coil springs which push them into contact.

Loose Cams a Source of Noise.

An obscure and totally unexpected cause for irregular and noisy running in a motor which otherwise appears to be in good condition, is a loose cam. This difficulty, of course, only occurs in machines in which the cams are made independent of the shaft and pinned in place. Where this is the case it sometimes happens that a worn key or a loosened taper pin may occasion considerable difficulty of the sort indicated.

G & J Produce Butt-End Inner Tube.

After a long period of practical testing by actual road usage, the G & J Tire Co. of Indianapolis, have announced as ready for the market the butt-end type of motor-

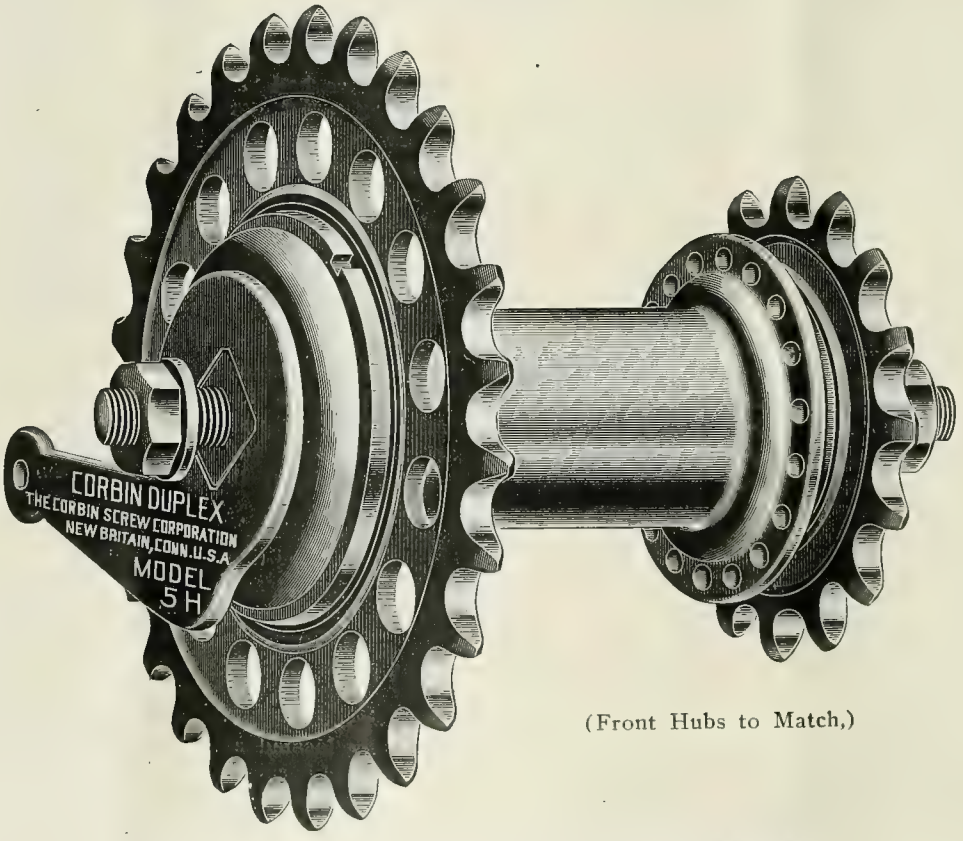


cycle inner tube which they have had "in the works" for some time. The G & J people, however, term their new production a swivel-joint tube, which form they believe is the simplest and most satisfactory. The accompanying illustration makes clear the principle and construction of the joint and the tube.

CORBIN

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Corbin Screw Corporation, New Britain, Conn.

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NEW YORK, OCTOBER 24, 1908.

The Monkey-on-the-Stick Position.

During the season now closing, the exaggerated long handle bars and backward wind-shielding saddle position originally affected by pacemakers on the track and to a limited extent by motorcycle scorchers, has found an unpleasant degree of aping or popularity on the part of a surprising number of riders. If anything, motorcycle manufacturers, at least tacitly, have encouraged the practice, and unless they realize the harmfulness of it, there is every prospect that next year will witness an epidemic of the monkey-on-the-stick attitude, which will do as much to keep desirable persons from purchasing motorcycles as has the open muffler and the leather clothing and the oil-stained and general untidiness of too many riders.

The monkey-on-the-stick position, which term aptly describes it, is a silly practice. It has but two points in its favor—it affords a very low saddle position, permitting the rider to place both feet squarely on the ground, and it allows him to "lay down to his work," that is, to fairly crouch down on the top tube and thus offer the least possible resistance to the wind, which is desirable only for racing purposes on hard, smooth courses. On the other hand, the position away over the rear wheel is scientifically and practically wrong. It is contrary to the law of gravity and therefore throws the entire machine out of balance. Instead of fairly distributing the weight of the rider, it throws it ridiculously far off the center and the effect is that of a see-saw. The tendency constantly is to lift the front wheel off the ground and sensitive steering is the result. The front wheel bobs about like a cork; it is thrown upward by the slightest obstruction or other inequality in the road and in sand or mud, steering the machine and staying on it become almost a trick riding "stunt.". More than this, the position is hard on the already severely taxed saddle and the tire of the driving wheel, and it is not only ugly and ungraceful, but the long and unnatural reach entailed strains, numbs and wearies the arms and the equally long and unnatural reach to the pedals produces similar discomfort in the legs. The position does not permit the rider to rest himself on either handle bars or pedals.

When they could be induced to tell the whole truth, even some of the experts who participated in this year's endurance contests and who aped the monkey on the stick admitted that they were never so wearied or so badly "done up." The American who competed in the British six-day contest, in which practically all of the participants affected the silly attitude, has stated that he never saw a lot of motorcyclists who were so thoroughly tired, though they had no sand to contend with. He attributed their condition solely to their unrestful and unscientific saddle position. He himself had assumed a "happy medium," and without intending conceit, he believed his comparative freshness was due to the fact. However the pacemaking position may flatter individual fancies, and however it may serve for short runs, it is nerve racking and body racking for long or trying journeys, and will do much to convince not a few riders that motorcycling is not all that fancy pictured and to disgust them with the pastime; also will it serve to create false ideas in the minds of the public and to turn aside not a few sales.

In a sense, the present situation, as applied to motorcycling, largely is a case of history repeating itself. Riders of bicycles passed through a silly craze of the same sort. For years they kept getting their saddles further back over their rear wheels, the manufacturers, as in the present instance, encouraging the evil by supplying exaggeratedly long seat posts. The riders of those days looked as pained and strained and as painful as do the monkey-on-the-stick motorcyclists of to-day. It required several years for the cyclists to recover from their folly. Their awakening was fairly sudden and complete and saddle posts have since pointed forward instead of to the rear. While the same muscular conditions do not apply to the use of motorcycles the general underlying principle is the same.

It will be well to profit by experience. There is no occasion for a monkey-on-the-stick epidemic and manufacturers and dealers should seek to avert it. Low frames, low saddles and 26-inch wheels will serve the same purposes as the present unnatural designs, and without injury to or disgust of riders and without inviting the repugnance of the press and public which surely will result if all motorcyclists, or a majority of them, are made appear a class of professional pacemakers out for a lark and having a painful time instead.

The humpbacked position, which once was so general, hurt the cause of cycling. It was a fruitful subject for cartoon and editorial lampoon, and unless motorcycling escapes the impending visitation of a somewhat similar evil, the cartoon and the lampoon will be turned in its direction.

Possibilities of the Folding Bicycle.

While the idea of the folding bicycle is not new, having taken form something like a decade ago, the possibilities it involves will appeal to the average person as being emphatically novel.

When it was first brought out years ago, the most obvious phases of convenience of such a bicycle, notably the facility with which it may be stored like a hat box in a hall bedroom, or a Harlem flat, and wherever else available space is limited, and the advantage of making it up into a comparatively small package for transportation when it is not to be used on the journey, were the chief reasons claimed for its existence. Recently this latter phase has been seized upon for the benefit of automobilists, folding bicycles having been designed to serve as "tenders" to automobiles, occupying a not too obstrusive place among the equipments of the car when not in actual use; but within recent weeks, several instances have developed which emphasize the fact that these uses are trivial compared with the broader possibilities that have been de-

veloped in such things as the growing importance which the bicycle is attaining in army use, the suggestion made by Winston Churchill as to the advantage a folding bicycle would be to the explorer of primeval wildernesses, and its adaptation to even such unusual service as that of hospital ambulance.

For the past eight years, as has been told in the Bicycling World, the French army has included several battalions of cycling soldiers, employed originally as couriers and scouts, but recently organized into a fighting corps, in which capacity, during the manoeuvers in August last, they proved themselves well worthy the fame of the renowned "Chasseurs," with which branch of the service they are identified. These battalions are equipped with light folding bicycles that, when necessary, can be folded and carried on the back like a knapsack, but which in this instance carried them on a long march to the scene of operations where their rapid and silent movement enabled them to effect a movement that would have been difficult, if not impossible, for any other body of troops. This same adaptability to being easily carried when not in use, and its single track feature, gives point to the declaration of Winston Churchill that the possession of a folding bicycle during his travels in Uganda, Africa, would have enabled him to penetrate to many interesting places, the only paths to which were those beaten by the feet of the dusky aborigines. But perhaps the most interesting recent application of the idea is in the form of the Simonis ambulance bicycle, of which a description appears elsewhere in this number. With this unique machine the rescuer may cycle swiftly to the scene of an accident, quickly convert his bicycle into a barrow bearing a stretcher, upon which the victim may be wheeled to the hospital or operating table without jolt or jar.

With such chapters as these developing in the story of the bicycle, it would be foolishness to specify a limit to the adaptability of the one-time plaything to purposes of utility and beneficence. Despite the onrush of the motor vehicle, each day lends point to that near-adage, "Nothing can take the place of the bicycle."

The mountain appears to be coming to Mahomet. An automobile manufacturer of no small prominence recently found it helpful to advertise that the record made by his 40 horsepower car "equalled the best time of the motorcycles."

N. C. A. FINES MEN AND MANAGER

Chapman, Clarke's Former Manager, Must Pay $150—Pugilistic Pros also Disciplined—New Rule About Referees.

Hereafter, before the N. C. A. will grant a sanction for a race meet, the promoter first must submit for approval the name of the referee and, for scrutiny, the names of the other officials. Tom Eck recently appointed himself referee of a meet promoted by himself and it is possible that this new rule—for it is a new rule—was born of that fact.

The rule was adopted at a meeting of the N. C. A. board of control at a meeting held in New York on Thursday last, 22d inst. At the same meeting, David Mackay, one of the new pros, was fined $5 for punching a poor amateur in the eye in the course of a heated argument in the training quarters of the Newark Velodrome. Eddie Root and Elmer J. Collins, who are not so new as Mackay, were taxed the same amount, Root for testing his ability as a bottle thrower at Newark, the said bottle landing heavily on the brow of his trainer, from which brow some blood flowed. Collins's offense consisted in making a pugilistic pass at a minor official—not the referee, as first was reported—of the recent Trenton (N. J.) race. It is said that while $5 may look cheap to outsiders, there are not many bills of such dimensions in the combined possession of the three culprits.

Passing from the ordinary racing men to promoters and managers, the board of control reached deeper into at least one pocketbook. John M. Chapman, who managed A. J. Clarke, the Australian crack, until they, too, exchanged doubtful compliments and also blows, was fined $150 for ordering Clarke out of the recent "little six-days race" in New York, while P. T. Powers, manager of that race, was notified to pay Chapman $340, Clarke's portion of that and other races, which he had withheld. Powers had filed a counter claim for $467 against Chapman for alleged breach of contract in permitting Clarke to compete against Kramer at Newark after agreeing that he first should appear against the champion in New York. Powers's claim, however, was disallowed.

Incidentally, the result of the mail vote of the entire board of control on Kramer's appeal from his disqualification for teaming at Newark was announced. It unanimously sustained Referee Kelsey, not only in respect to Kramer's protest, but as to Ben Hill's appeal, Hill having been disqualified on the same occasion, but in a different race.

Clarke, the Australian, is again "in bad." After agreeing to pay on instalments the fine of $100 which had been imposed on him for "holding up" the management of the Newark Velodrome and being permitted to compete last Sunday on the strength of signing an agreement to this effect, he has made himself scarce since paying the first instalment. As a result, he will not be permitted to ride again until he makes a full settlement.

COMING EVENTS

November 2-7, Paterson, N. J.—Eight hours a day six days race in Fourth Regiment Armory.

November 3, New York City—F. A. M. one, three and five miles championships on Morris Park track.

November 6, Buffalo, N. Y.—Bicycle races in 65th Regiment armory.

November 16-21, Boston, Mass.—Ten hours a day six days race in Park Square Coliseum.

December 14-19, New York City.—Annual six days race in Madison Square Garden.

January 16-23, New York City—Motorcycle section, Association Licensed Automobile Manufacturers' show in Madison Square Garden.

February 6-13, Chicago, Ill.—Motorcycle section, National Association Automobile Manufacturers' show in Coliseum.

March 6-13, Boston, Mass.—Motorcycle section, Boston Automobile Dealers' Association's show in Mechanics Hall.

Oberwegners Win Everything at Toledo.

The Oberwegner family was conspicuous in the motorcycle races which were run in connection with the "horse trots" of the Lucas County Racing Club on the fair grounds track at Toledo, Ohio, on Saturday last, 17th inst. Two members of that family competed and betwen them they won everything. The summary:

Five miles for 3½ horsepower machines—Won by Otto Oberwegner; second, A. R. Oberwegner; third, George Verderhoff; fourth, E. Avery. Time, 7:49.

Five miles for 2¾ horsepower machines—Won by Suder; second, Garn. Time, 10 46.

Five miles match—Won by A. Oberwegner; second, H. Yaryan. Time, 14:59.

Ten miles handicap—Won by A. Oberwegner (scratch); second, E. Avery; third, O. J. Oberwegner; fourth, H. H. Finley. Time, 15:00.

Five miles handicap—Won by Otto Oberwegner; second, Homer Yaryan; third, A. Oberwegner; fourth, H. Garn. Time, 8:19.

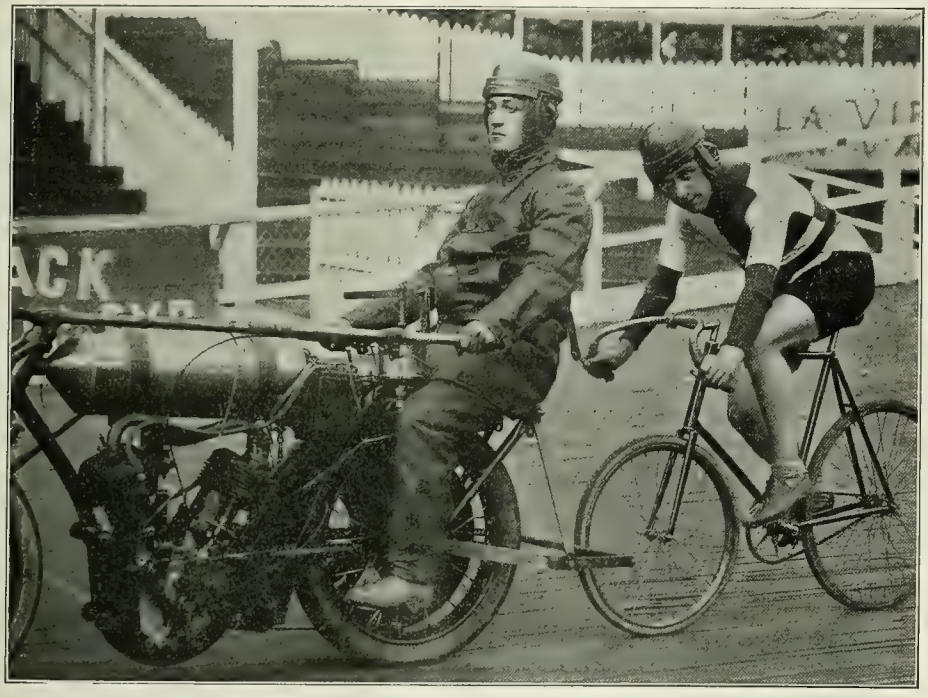
Morris Park Ready for Championships.

The Morris Park track, New York, on which the F. A. M. championships will be decided on November 3d, already has been placed in shape for practice work. The quick work in removing the grass and tall weeds from the once famous course has proved a revelation. The entry list closes on the 27th inst., the previous entries for the championships still holding good.

RIDES RINGS AROUND HIS RIVALS

MacLean Wins One Hour Motor Paced Race at Clifton—Eifler Captures Inter-State Amateur Championship.

Hugh MacLean, of Chelsea, Mass., America's champion pace follower, wound up an exceptionally successful season on Sunday last, 18th inst., when he won the five-cornered hour race at the Clifton (N. J.) Stadium. To win, MacLean had to defeat such cracks as McFarland, Moran, Collins and Wiley, and in winning, Chelsea's peerless rider got the largest share of the $1,000 purse that was offered. Incidentally, this is the largest purse that has been hung up for a motor paced race in many years.



HUGH MACLEAN OF CHELSEA, MASS., BEHIND PACE

The meet was supposed to drop the curtain on the season's racing at the midway saucer between Passaic and Paterson, and that fact accounted for the large purse in the paced race, and also for the great crowd of 7,000 "fans" that assembled to watch the pace followers chase motors for one long hour.

Paced by Charles Turville, MacLean's riding was superb throughout. Mishaps to McFarland's and Collins's pacing machines put them practically out of the race early, and while slowing down to make a repair, Arthur Mitchell, in front of McFarland, was thrown into the ditch beside the track. He was not injured, however.

George Wiley, the Syracuse rider, gave MacLean a good race, but was lapped six times by the champion in the course of the hour's riding. Moran finished third, some distance behind, and the remainder of the field was strung out. In the 60 minutes of riding Champion MacLean covered 40 miles 2 laps, the best distance ever ridden behind the small motors.

While warming up for the motor race Bob Schultz was thrown from his machine and slid for 25 feet before he came to a stop. Schultz was traveling at a 1:10 gait at the time his tire punctured. The five miles race went to Ruden, with Mitchell second, Turville third and Schulz fourth. Derosier also started but the others had him buffaloed from the start. The time was 3:27⅘. Although he lost nerve in the competition race Derosier broke his half mile record, when he covered three laps in 27⅕ seconds; the old record was 9:27⅗.

The amateur event took the form of a mile Inter-State championship, and it attracted a large field. The final sprint went to Frank W. Eifler, Century Road Club Association, who defeated Fred W. Jones of Passaic by inches. Michael Angelo Journay, Nutley, was third, and W. J. Kluczek, West Orange, fourth. The summaries:

One mile Inter-State championship, amateur—Won by Frank W. Eifler, C. R. C. A.; second, Fred W. Jones, Passaic; third, Michael Journay, Nutley; fourth, Watson J. Kluczek, West Orange. Time, 2:21⅕.

One hour motor paced, professional—Won by Hugh MacLean, Chelsea, Mass.; second, George Wiley, Syracuse; third, James F. Moran, Chelsea. Distance, 40 miles 2 laps. Also ran, Elmer J. Collins, Lynn, and Floyd A. McFarland San Jose.

Three miles motor, professional—Won by Carl Ruden, Manchester; second, Arthur Mitchell, New Orleans; third, Charles Turville, Philadelphia; fourth Bob Schultz, Newark; fifth, Jacob Derosier, Springfield, Mass. Time, 3:20⅕.

One mile against time, flying start—By Jacob Derosier, Springfield, Mass. Time, 0:27⅕ (world's record).

AMERICA'S BEST PACE FOLLOWERS

Point Record of the Riders for the Past Season—MacLean Heads the List with Moran a Distant Second.

By winning the big $1,000 race last Sunday Hugh MacLean clinched his hold on the title, "premier pace follower of America," for his record this year stamps the popular Chelsean one of the best riders of this class ever produced in America, and beyond question, the best at the present day. MacLean is young yet, and of prepossessing appearance, so he undoubtedly has a future. He is well liked by his associates, who pronounce him "one of the gamest riders that ever straddled a bicycle," praise that means more than appears on the surface, when coming from bicycle riders, the men who are well qualified to judge.

MacLean began the year's riding on the indoor track at Boston last January, when he met Robert J. Walthour, of Atlanta. MacLean was riding well, with a victory in sight, when an accident put him out of the running and the race was awarded to Walthour. MacLean's first victory of the year was over Menus Bedell, and he followed this up with wins over Champion Butler, Moran, Collins, John Bedell, Root, Vanoni, Wiley and McFarland.

From the first of the year until the present time MacLean has scored 18 victories. Elmer J. Collins, of Lynn, was the only man able to defeat him and he did it three times; Walthour won one race on a fluke. On a basis of 5 points for first, 3 for second, 2 for third and 1 for fourth, MacLean has scored 101 points in paced races since January 1st last. James F. Moran, his fellow townsman, is second with 6 firsts, 4 seconds and 4 thirds, totalling 50 points, and George Wiley third with 55 points. The table follows, the basis of scoring, as stated, being 5, 3, 2 and 1:

Rider.	1st	2d	3d	4th	Pts.
Hugh MacLean	18	3	1	0	110
James F. Moran	6	4	4	0	50
George Wiley	5	5	2	1	44
Nat Butler	4	7	0	0	41
Elmer J. Collins	2	5	2	1	30
P. F. Logan	4	3	0	0	29
W. E. Samuelson	5	1	0	0	28
E. F. Root	2	3	4	0	27
John Bedell	2	4	2	0	26
Charles Vanoni	1	1	2	0	12
Hardy K. Downing	1	2	0	0	11
S. H. Wilcox	1	1	1	0	10
R. J. Walthour	2	0	0	0	10
F. A. McFarland	0	3	0	0	9
Albert Champion	0	2	0	0	6
Menus Bedell	0	1	1	0	5
T. Jenkins	0	1	1	0	5
N. M. Anderson	0	1	0	0	3
John King	0	1	0	0	3
Joe Nelson	0	1	0	0	3
J. T. Halligan	0	0	1	0	2
Walter De Mara	0	0	0	1	1

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

COLLISION SPOILS A HOT FINISH

"Rocket" Clarke Butted Out of a Big Race at Newark and Kramer Wins—Other Events Keep Fans on Edge.

There may not have been teaming at the Newark Velodrome on Sunday last, 18th inst., but there was infinitely worse. It was nothing more nor less than an attempt to keep A. J. "Rocket" Clarke from winning, and it proved successful, as Clarke did not have a look-in in the five miles open, the big professional event of the afternoon.

As Sunday marked Clarke's first appearance at the Newark Velodrome since his suspension for holding up that management was raised a great battle between the Australian and American champions was expected. It failed to materialize, however, and a crowd of more than 5,000 was consequently disappointed.

The handicapper was unusually generous to the western riders in the mile handicap, so that Clarke and Kramer, both of whom had qualified in the trial heats, did not have a chance in the final. Clarke was given a great ovation when he made his appearance in the second heat and he qualified mainly through the efforts of Norman M. Anderson, the Danish champion, who had somewhat of a desire to see Clarke wallop Kramer and Fogler. Krebs rode splendidly, but a broken chain put him out of the final heat.

The final heat was started by John J. Hayes, the little runner who won the great Marathon race at the Olympic games. Hayes may be a runner of the first order, but he did not qualify as a starter. Before firing the gun the Marathon victor was compelled to do a sixth of a mile walking exhibition, paced by Announcer Edward Bedford. After that was finished Hayes blew the whistle before he fired the gun and some of the long markers got an advantage over the scratch men, Clarke and Kramer. De Mara made the running for a half mile and then Samuelson took a hand. Sherwood had the premier position at the bell, trailed by Samuelson and Hollister. The last named is known as "the handicap king" in Salt Lake City, and he certainly deserves the name. In the last lap Hollister broke away from the bunch as though they were tied to a post and immediately took a flier for home and $35. He got there with six lengths of daylight separating him from the remainder of the bunch. Samuelson got second and Walter Bardgett barely beat Joe Halligan for third place. Kramer and Clarke, after swapping pace for a couple of laps, slowed and sat up.

They were expected to furnish a battle royal in both the mile handicap and in the five miles open, but it did not materialize in either event, as stated. The latter race drew a field of 30 starters and they certainly made a pretty sight as they sprinted around the inside of the wooden bowl. As there was a dollar on the plate for the leader of each lap, the smaller fry got their nether extremities greased early. Billington took the first dollar and McPartland, the Boston ex-amateur, got his car fare a part of the way home by heading the procession in the second mile. Samuelson took the third lap, and Devonovitch caught the fourth amidst an uproarious burst of applause. The first mile was covered in two minutes flat, Bardgett and Williams taking the fifth and sixth laps; McPartland quit then.

Samuelson copped another dollar in the seventh lap, as did Bardgett in the next, and Hollister got one before Cameron decided to take two. Devonovitch and Oscar Goerke quit in the second mile, with Williams leading to the finish. Just after the ending of the second mile Walter De Mara secured a lead of 75 yards on the bunch and he raked in four dollars before the field tagged him out. Vanoni led at the third mile, and before the ending of the next, De Mara, Guery, Drobach, Ashurst, Vanoni, Sherwood and Halligan expired. The field began to shift into positions for the final sprint at one mile to go and the biginning of the last six laps saw Anderson in front, followed by Clarke, Kramer, Fogler, John Bedell and Menus Bedell, in the order named. In the second and third laps of the last mile Saxon Williams, who had come up to the front after being a quarter of a lap behind the field, led, but had all he wanted and let Anderson have the position at a half mile to go. At the lap before the bell the order was Anderson, Clarke, Bardgett, Kramer, Fogler, John Bedell and Menus Bedell. Champion Kramer jumped out after the bell, and for a second Fogler seemed to be giving him a fight. The scheme to put little Clarke out of it became apparent in the last stretch. Kramer led, and Clarke had a fair position, but Fogler and John Bedell trailed by Menus, effectually pocketed the Australian. When they saw that Clarke was making an attempt to come through on the inside John Bedell dropped down and his pedal cut four spokes from Clarke's front wheel. The front wheel nearly collapsed and Clarke held up his hand in protest. Of course, it cannot be definitely stated that Bedell intentionally put Clarke out of the contest, but the appearances certainly indicate that Kramer, Fogler and Bedell were, in plain English, out to "do" Clarke. The Australian avers that he will be in on the "rough-stuff" next Sunday. With Clarke out of it Kramer had no trouble to win.

The quarter mile invitation professional was the best event on the program, and De Mara, being a very quick starter, was expected to run away with the money. The San Franciscan, however, did not justify predictions made in his behalf. He led at the first lap but Floyd Krebs went by him like a shot out of a gun in the last lap. Cameron and Teddy Billington also passed the westerner. A blanket finish of the field brought the crowd to its feet. Krebs made a brilliant sprint and got to the tape first, with a half length separating Cameron, Billington and Fred Hill.

The unknown distance race for amateurs kept the field on edge throughout. The gun was the signal for two laps to go and after two and one-half miles had been covered the riders imagined that the distance was to be three miles. They got a surprise, however, when the gun popped at the beginning of the 15th lap. Halstead led at the bell, with Beyerman, Carman and William Vanden Dries following in order. On the turn into the homestretch Beyerman went around Halstead. The Mohawk Indian rode wide on the stretch and Halstead took a chance on the inside. He was unable to meet Beyerman's sprint, however, and the former won by three-quarters of a length, with the remainder of the field bunched.

A bad spill marred the finish of the two-thirds mile amateur handicap. Halstead and Magin had both qualified from scratch and had the field bunched when Maurice Hauburg fell just after coming into the finishing stretch. Halstead fell as did Louis Owens. The latter was severely cut about the head but did not have to go home. Before the meet started some brainless rider started across the track without looking to see if any riders were on it at the time. Dave Mackay ran into him and took a header. Later, when the unthinking rider went into Mackay's training quarters to apologize and to offer to pay for Mackay's damaged bicycle, the latter punched him in the eye. The summaries:

One mile novice—Won by C. A. Mohrmann, Empire City Wheelmen; second, A. Overlack, Newark; third, John Collins, Newark. Time, 2:54⅖.

Two-thirds mile handicap, amateur—Won by Jacob Magin, National Turn Verein Wheelmen (scratch); second, Ernest Jokus, National Turn Verein Wheelmen (60); third, Henry Vanden Dries, Lakerim A. C. (60). Time, 1:20⅖.

One mile handicap, professional—Won by Cyrus L. Hollister, Salt Lake City (100); second, W. E. Samuelson, Salt Lake City (120); third, Walter A. Bardgett, Buffalo (40); fourth, Joseph T. Halligan, Newark (115); fifth W. L. Mitten, Davenport, (100). Time, 1:49⅗.

Quarter mile invitation, professional—Won by Floyd Krebs, Newark; second, George Cameron, New York; third, Teddy Billington, Newark; fourth, Fred Hill, Boston. Time, 0:30.

Unknown distance race, open, amateur—Won by Adam Beyerman, Mohawk A. C.; second, A. Halstead, Sacramento, Cal.; third, Clarence Carman, Jamaica, L. I.; fourth, William Vanden Dries, New York A. C.; fifth, Jacob Magin, National Turn Verein Wheelmen. Distance, 2 miles 5 laps. Time, 6:05⅗.

Five miles open, professional—Won by Frank L. Kramer, East Orange; second, John Bedell, Newark; third, Menus Bedell, Newark; fourth, Joseph A. Fogler, Brooklyn; fifth, Floyd Krebs, Newark. Time, 10:19⅗.

STUBBS IN A CLASS BY HIMSELF

He Wins Thirteen Races in Five Days Motorcycle Meet at Birmingham—Whirlwind Riding in Pursuit Events.

When it comes to Southern champions, Robert Stubbs, of Birmingham, Ala., is in a class by himself. After winning three open races at Memphis, Tenn., on October 1st and 2d, and two open and two match races at Cedartown, Ga., one week later, Stubbs went back to Birmingham and made a cleanup there on October 12, 13, 14, 15 and 16.

The five days' meet was held on the mile fair grounds track and both large crowds of spectators and representative fields of contestants were attracted. Stubbs made a phenomenal record, for he won every one of the thirteen races held. Incidentally, it might be mentioned that Stubbs is an energetic representative of the Federation of American Motorcyclists, and has been instrumental in largely increasing the membership and registration lists in Alabama, Georgia and Tennessee.

The Birmingham meet opened on Monday, 12th inst., with a five miles handicap, Stubbs being the only honor marker. There were ten riders besides himself in the event, but the young Birmingham crack mowed down the field and won out on his Indian in 5:17. Tarrant and Hickman, both on Indians, the former with ⅛ mile lead, were, respectively, second and third.

The five miles for singles attracted only three riders—Stubbs on an Indian, Carevella on an Excelsior, and Chambers on a Torpedo. Stubbs crossed the tape first in 6:20, with Chambers second. The most notable performance of the day, however, was made in the five miles open for doubles, from a standing start. Stubbs, Brevard, Tarrant and Bates started, but the first named had the race well in hand from the start. The total distance was covered in 5:10, and the last mile was caught in 54 seconds flat. Tarrant was second and Brevard third.

Three events were held on Tuesday, the 13th, and despite the unlucky numerical day of the month, Stubbs swept the track clean. He won the ten miles handicap from scratch among a field of ten starters in 10:21, and also got the five miles open, for singles and doubles, respectively. Tarrant, on an Indian, was second, and Chambers (Torpedo) third in the handicap, and the latter got second in the event for singles, Middlebrooks (Manson) being third. Second place in the open for doubles went to Tarrant Indian) and third to Bates (Thor).

The pursuit race on Wednesday, with ten contestants in the running, proved exciting and Stubbs continued his whirlwind riding by tagging them all out at nine miles, covered in 9:51. Stubbs also won the handicap and the open on that day, and on Thursday a 5½ miles match pursuit from Tarrant besides winning both the handicap and the open.

A five miles open, a handicap and a pursuit of the same distance were the features on the closing day and for the fifth day in succession young Stubbs wielded the broom handle with unusual vigor. He overhauled and passed six riders in the pursuit, and defeated larger fields in the other two events. Hickman and Tarrant divided second and third prizes in each event. The best time of the afternoon was made in the pursuit, Stubbs whirling around from a standing start in the fast time of 5:03⅖. The summaries:

Monday.

Five miles handicap, open—Won by Robert Stubbs, Indian (scratch); second, Tarrant, Indian (⅛ mile); third, Hickman, Indian (⅜ mile). Time, 5:17.



ROBERT STUBBS

Five miles for singles—Won by Stubbs, Indian; second, Chambers, Torpedo. Time, 6:20.

Five miles for doubles—Won by Stubbs, Indian; second, Tarrant, Indian; third, Brevard, Indian. Time, 5:10.

Tuesday.

Ten miles handicap—Won by Stubbs, Indian (scratch); second, Tarrant, Indian (⅜ mile); third, Chambers, Torpedo (¾ mile). Time, 10:25.

Five miles for singles—Won by Stubbs, Indian; second, Chambers, Torpedo; third, Middlebrooks, Manson. Time, 6:20.

Five miles for doubles—Won by Stubbs, Indian; second, Tarrant, Indian; third, Bates, Thor. Time, 6:04.

Wednesday.

Unlimited pursuit—Won by Stubbs, Indian; second, Hickman, Indian; third, Tarrant, Indian. Distance, 9 miles. Time, 9:51.

Five miles handicap—Won by Stubbs, Indian (scratch); second, Hickman, Indian (½ mile); third, Tarrant, Indian (¼ mile). Time, 5:25.

Two miles open—Won by Stubbs, Indian; second, Tarrant, Indian; third, Hickman, Indian. Time, 2:21.

Thursday.

Unlimited match pursuit between Tarrant and Stubbs—Won by Stubbs. Distance 5½ miles. Time, 5:47.

Ten miles handicap—Won by Stubbs, Indian (scratch); second, Hickman, Indian (¾ mile); third, Tarrant, Indian (½ mile). Time, not stated.

Five miles open—Won by Stubbs, Indian; second, Hickman, Indian; third, Brevard, Indian. Time, 5:58.

Friday.

Five miles open—Won by Stubbs, Indian; second, Hickman, Indian; third, Tarrant, Indian. Time, 5:03⅖.

Five miles handicap—Won by Stubbs, Indian (scratch); second, Tarrant, Indian (⅜ mile); third, Hickman, Indian (⅜ mile). Time, 5:25.

Five miles open—Won by Stubbs, Indian; second, Hickman, Indian; third, Tarrant, Indian. Time, 6:11.

Climbers Conquer Fremont Pass.

A hill climbing contest up Fremont Pass was one of the diversions of the members of the Los Angeles Motorcycle Club on its club run on October 1th. The section of the pass selected for the test was one-half mile long, with a grade of 30 per cent., and nine riders were able to reach the top without pedaling. Of the hundred riders in the run, not all of whom attempted the hill climb, however, the following nine were successful:

H. White, 5 horsepower Indian; R. Dunham, 5 Indian; W. J. Graves, 3½ Indian; Ray Bryan, 3½ Indian; W. Zeigler, 3½ Indian; C. W. Risden, 2¾ Indian; Gus Frank, 7 Peugeot; Raymond Seymour, 3½ H. & H., and Paul Derkum, 3 Thor.

Kellogg Speediest at Kansas City.

Stanley T. Kellogg, of Bridgeport, Conn., and his Indian motorcycle, were the features at the automobile meet held at Elm Ridge track, Kansas City, on Saturday last, 17th inst. Kellogg reeled off a five miles exhibition in 4 minutes 59 seconds, beating by some seconds the fastest time made by any of the racing automobiles. There were nine entrants in the five miles open for motorcycles, Kellogg not starting, and the event went to Kenneth Norton, Indian, in 6:08. Forrest M. Jones and Carl C. Halm, both on Indians, were respectively second and third. Walter Lindle, L. G. Vogel, O. K. Newby, Albert Hanson, J. F. Donaldson and Joe Andrews were numbered among the also rans.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

KREBS WINS LONG RACE BY INCHES

Exciting Finish Marks Trenton's Bisected Six Days Contest—Felix Captures Mile Open for Amateurs.

"Herr" Floyd Krebs, the Newark "Flying Dutchman," who every once in a while engineers a big coup, surprised a number of people when he won the so-called six days race at Trenton, N. J., on Saturday night last, 17th inst. Krebs won the final sprint over Rupprecht, Root, Hill, Hollister and Anderson, in the order named.

The Trenton race was a peculiar affair. Like the one that was held some weeks ago it was intended to go two hours each night for one week, but on Tuesday night, after the teams of McPartland and Ben Hill and Mackay and Drobach had been lapped once and Alfred Ashurst, who was riding alone, had been lapped twice, the race was called off until Saturday afternoon. On the last day the riders were on the track eight hours.

When the race was resumed on Saturday afternoon at 2 o'clock, the teams of Krebs-Mitten, Walker-Rupprecht, Root-Collins, Hill-Cameron, Hollister-De Mara and Anderson-Vanoni were on equal terms.

There were several exciting sprints during the afternoon, but no one was able to gain a lap and the riding was marred by a bad fall. While riding at a 2:30 gait, Walter De Mara's front tire punctured and the San Franciscan took a fall that sent him sliding for 20 or 30 feet. When he was helped to his feet there was not much cuticle left on the side of his right leg from hip to foot. A boy was dispatched to the nearest drug store for liniment and bandage, and after being patched up De Mara relieved Hollister, his partner. The fall took most of the sprint out of him, however, and he was not the same dashing De Mara as in the early stages of the race.

Fred Hill and Floyd Krebs also figured in a fall during the afternoon. While riding very close to each other their handle bars locked and both hit the boards. Hill was shaken up considerably and did not start in the race for some time, but after replacing his bent handle bars Krebs got in the running again.

At 6 o'clock the professional pluggers were given a rest and Trenton's amateurs shone in a mile open. The first heat was won by W. Felix, who beat Armando Agabiti by a length, with Lawrence Agabiti close up for third. Mack Massini took the second heat from N. Neil, with J. Smith third. The final produced a lively sprint between Felix and Armando Agabiti, but the former showed better sprinting prowess and got to the tape a half length ahead. Lawrence Agabiti was third, and Massini fourth.

From the start of the afternoon's racing until 6 o'clock the professional riders covered 81 miles 6 laps, and after remounting they brought the total mileage up to 150 miles 2 laps. There was no excitement during the evening until the final sprint was called. Two minutes before the finish the Drobach-Mackay team was called from the track, leaving Rupprecht, Krebs, Hill, Anderson, Hollister and Root to battle for the final mile. It was exciting as positions changed every half lap, and when "Flying Dutchman" Krebs finally brought his wheel even to Root's in the final stretch, and then up to Rupprecht's, the crowd of several thousand spectators rose to their feet and cheered. Krebs beat Rupprecht by about four inches, with Root close up for third, Hill fourth, Hollister fifth, and Anderson sixth. In the total of 12 hours riding the riders covered 241 miles 5 laps, the following being the official order of finish:

	Miles.	Laps.
1 Krebs-Mitten	241	5
2 Walker-Rupprecht	241	5
3 Root-Collins	241	5
4 Hill-Cameron	241	5
5 Hollister-De Mara	241	5
6 Anderson-Vanoni	241	5

49 Complete C. R. C. of A. Fall Run.

With 90 entries, 63 starters and 49 finishers, the annual fall century run of the Century Road Club of America, held over Long Island roads on Sunday last, 18th inst, was a pronounced success. The slow division, in charge of J. W. Hedden, assisted by Charles Hausenbauer, W. L. Russel and John de Bruyn, left Bedford Rest, Brooklyn, at 7.15 a. m., the fast division making its departure an hour or so later. A. H. Seeley, the 100-mile "champion," acted as chief pacemaker of the fast division, and had as his aides, Fred E. Mommer, George Hausenbauer and Joseph Noe. The roads were good and only two mishaps, caused by automobiles, marred the day's outing. The dinner stop was at Hicksville.

Track Manager Fines Himself.

It is not often that a track manager is placed in the Gilbertian position of having virtually to fine himself, yet such is the experience of Herr Director Knorr, chairman of the German Tracks Association. A recent meeting at Munich in which Thiele, Robl, Salzmann and Dickentmann rode, was officially vetoed by the administration because it had not been duly advertised. The meet was held and Herr Director Knorr had to fine himself $25 for promoting the meet as well as impose the fine on each of the riders who competed.

Crist Twice Winner at San Antonio.

R. G. Crist, riding a Guarantee motorcycle, a San Antonio product, won both races at the mixed meet held on the mile fair grounds track at San Antonio on October 11th. In the five miles scratch Crist proved an easy winner, the distance being covered in 6:15. The other starters were K. G. Wickwire, C. F. Crow, F. Kunz, and U. S. Oglesby. In the novelty race, which necessitated a stop in front of the grandstand each lap, Crist again proved the winner over the same field, finishing the five miles in 7:30.

INDOOR RACING PLANS AT BOSTON

Ten-Hours-a-Day Six Days Grind Carded for Nov. 16-21—MacLean Arranging Series of Big Match Races.

After living a summer of comparative ease, Promoter Alexander MacLean, of Chelsea, Mass., is making ready to buckle on the harness of activity again. According to a letter received from him this week the Boston six days race will be held during the week of November 16-21, in the Park Square Coliseum. Promoter MacLean will, on the Saturday night preceding, usher in the season of indoor riding.

Just what teams will compete MacLean does not divulge, but he says that there will be twelve of the best pairs that he has been able to select. One of the known combinations is Anderson, of Denmark, and Vanoni, the Italian rider, and from outside sources it is understood that A. J. Clarke, the Australian champion, has been signed to meet "Major" Taylor and National Champion Frank L. Kramer in a series of match races. If the match should materialize it will prove an interesting contest as it has been a long time since Kramer and Taylor have clashed. Last winter Taylor met Lawson, Fogler, Moran and Bardgett in matches and was defeated, but the negro is in better condition now, and the result may be different.

The Boston six days race is an important one as it lasts ten hours a day and is, therefore, a much harder grind than these toy two hours a night six days races. It is rumored that P. T. Powers is against the Boston race and that he has told several of the cracks signed up for the December continuous grind of 142 hours that if they compete at Boston, the New York race will not be open to them. Regardless of the warning, it is understood that several of the most prominent cracks have signed with MacLean for the Boston affair. Some interesting developments may be expected.

The track will again be built in the Park Square Coliseum and will measure ten laps to the mile. Last winter the track was in the nature of an experiment, and for that reason was not built as expensively as some of the riders desired. It was rough and bumpy and the riders' tire bills cut a large hole in profits. This year's saucer will be built of 1x2-inch stock, well planed, and is expected to prove one of the fastest indoor ten lap saucers ever constructed. The location of the Coliseum is central, easily accessible from the suburbs as well as from all parts of the city.

Watts Wins Motorcycle Race at Atlanta.

A three miles motorcycle race, run in conjunction with an automobile meet on the Piedmont track, Atlanta, Ga., on Saturday, last, 17th inst., was won by Joseph Watts in 4:52½; Henry Norton was second.

HUYCK UPSETS THE RECORD TABLE

Chicago Lad Creates New Figures for Mile and for Hour—Record-breaking "Matinees" at Detroit.

Fred Huyck, of Chicago, a mite of a fellname large on the motorcycle record table name large in the motorcycle record table on Thursday last, 22d inst.; in fact, he wrote it so large that few other names now are on the table, that is, so far as the very fastest times are concerned; for Huyck's records were made in trials against time, and, of course, the competition records remain.

Huyck swept the table almost clean. He placed the flying mile first at 55⅗ seconds, then at 55⅖, and finally at 54⅖. He tried hard for two days to better the standing mile, and finally succeeded by doing 1:03⅗. The hour record he simply slaughtered. He covered 61⅕ miles in the sixty minutes. All of Huyck's records were made on a 7 horsepower Indian on the State Fair Grounds track at Detroit, Mich., a mile oval which is well banked for a horse track and which practically is egg-shaped. The youngster's feats are the result of a well planned record-gathering "matinee" which grew out of his own and Stanley T. Kellogg's performances on the same track at the Detroit Motorcycle Club's race meet last month. On that occasion Huyck, in competition, did ten miles in 9:17, and Kellogg, in a trial, did five in 4:43⅕. The course proved so lightning fast that Huyck and Kellogg, reinforced by Walter Goerke, of Brooklyn, N. Y., and Jacob Derosier, the latter the professional crack, journeyed to Detroit for no other purpose than having a battle royal with Father Time. They began the battle late Wednesday evening, 21st inst. The men and their big Indians both were tardy in arriving and the track itself was slow in getting into shape. Although it had been "worked" for 24 hours only the surface had been made to look pretty. The turns were loose and generally the going was not satisfactory. It was so late that only the mile record was attacked. On his first trial, Huyck came home in 55⅗, thus wiping out the old record of 56⅕. In practice he had done better than 55, and so was not satisfied. Accordingly, he tried again and did 55⅗, which stood until the next day.

The standing mile, 1:04⅕, looked so easy that Huyck tried for that mark also. But it was not so easy as it looked. Four times the Chicago lad made bids for the record, and four times he failed. He first did 1:04⅗ and thereafter 1:05 flat on each occasion. Kellogg made one essay and also fell short —1:06⅕; and even Derosier could not touch it; he did 1:07⅕. The officials the first day were: Referee, R. G. Betts, of New York, former president of the F. A. M.; judges, W. F. Remppis, Reading, Pa.; C. D. Wight, Chicago, and C. C. Hopkins, San Francisco; timers, W. M. Perrett, W. G. Isbel and J. B. Trossel, Detroit; starter, Don Klark.

During the night, more work and a great deal more water was put on the track and the result was apparent the next day.

As was the case the previous day, a fresh and fairly brisk wind blew up the long homestretch, but Huyck, nevertheless, again undertook to crumple the standing mile which had so resolutely defined him on Wednesday. On his first attempt he equalled Paul Derkum's record of 1:04⅕; his next try was slower, but success crowned his third flight, when he did 1:03⅗. Flushed with success, he then attacked the flying mile and got the record on his first



FRED HUYCK, THE CHICAGO HURRICANE

trial; he completed the round of the big oval in 54⅖ seconds, one second inside of his record of the previous day. Kellogg also tried but fell outside—57 seconds.

After a rest, Huyck, Kellogg and Goerke undertook the general upset of the record table up to the hour. The three smooth-faced youngsters were pushed off the mark together and although Kellogg led for the first quarter, the Chicago lad quickly forged to the front and stayed there. He rode like a young hurricant and though the other two also went "great guns," Huyck gradually drew away and gained a full lap on them. Although he made a quick change of machines, due to his small gasolene tank, and though neither Goerke for Kellogg ever dismounted, Huyck was so much faster that he soon regained the distance he lost. With three men on the track, the trial had the complexion of a race, but it stands as a record against time. Only the leading rider was timed, the object of starting the three men being that in case the leader should fail or falter at any time during the hour, one of the others would be in position immediately to take up the running.

Owing to the standing start, the time for the first mile was slow, 1:06, but gradually Huyck warmed up, and at seven miles the records began to fall. Thereafter new figures were made for every mile up to and including the sixty-first. When the pistol fire denoted the end of the hour, Huyck had completed 61⅕ miles. His fastest mile was ridden in 54⅖. Kellogg and Goerke had kept within hailing distance, each averaging better than a mile a minute. Kellogg covered 60½ miles, and Goerke 60⅜ miles, both of which also are away inside the previous best, 56 miles 660 yards made on September 9, by J. Howard Shafer, at Los Angeles. Shafer's figures, however, still stand as the competition records.

Huyck's times and the former records are as follows:

Miles.	Old record.	New record.
1	0:56⅕	1:06
2	1:54⅖	2:06⅘
3	2:51	3:03⅗
4	3:47	4:00
5	4:43⅕	4:56⅖
6	5:49⅗	5:53⅗
7	6:53⅖	6:50⅖
8	7:58⅖	7:47⅘
9	9:02⅕	8:45
10	10:02	9:43⅖
11	....	10:39⅕
12	....	11:36⅘
13	....	12:34⅕
14	....	13:31⅗
15	....	14:28⅕
16	....	15:25⅗
17	....	16:20
18	....	17:18
19	....	18:15⅗
20	20:51	19:13⅕
21	21:51	20:10
22	22:54⅗	21:08⅖
23	23:59⅗	22:06
24	25:02	23:02⅘
25	26:05	24:00⅗
26	27:06⅖	25:58⅖
27	28:07⅘	26:17
28	29:10⅘	27:14⅘
29	30:13	28:12⅖
30	32:31⅗	29:10⅕
31	33:32⅘	30:09
32	34:34⅗	31:07⅖
33	35:40	32:06⅘
34	36:34	33:05⅖
35	....	34:04⅕
36	38:37⅕	35:03
37	39:39⅗	36:01⅘
38	40:41	37:00⅕
39	41:42⅘	37:59
40	42:45	39:01⅕
41	43:24⅖	40:25⅗
42	44:51⅗	41:22
43	45:55	42:19⅘
44	46:56⅖	43:16⅗
45	47:58⅖	44:13⅖
46	49:00⅘	45:10⅘
47	50:04⅕	46:02⅖
48	51:06⅘	47:06
49	52:09	48:04⅘
50	53:11⅕	49:02⅗
51	54:13	50:02
52	55:16	51:00⅗
53	56:19⅗	51:59⅕
54	57:20⅖	52:56⅘
55	58:33⅘	53:55⅕
56	59:31⅕	54:53⅗
57	....	55:52⅖
58	....	56:51⅖
59	....	57:51
60	....	58:49
61	....	59:47⅕

The officials were as follows: Referee, Joseph F. Adcock; judges, Roy M. Hunter, William Kearns and Ernest Baker; starter, Don Klark. Timers, G. H. Caswell, W. J. Hart, H. G. Spireo, A. J. Chapman and William E. Leake. Scorers, R. Sprunk, H. G. Spicer and L. W. Banker; clerk, C. H. Drude.

All the trials were official, having been sanctioned by the F. A. M.

WORLD'S HOUR RECORD BROKEN

British Motorcyclist Goes Nearly 73 Miles Per Hour on Brooklands Track—Details of His Record Breaking Mount.

C. R. Collier, the English crack, who holds several motorcycle world's records, made the greatest achievement in his career on Thursday, 8th inst., when he broke the world's hour record. In the 60 minutes of riding young Collier covered 70 miles 105 yards, against time, from a standing start. Needless to add, the wonderful performance was made on the no less wonderful steeply banked Brooklands track at Weybridge, England, which measured 2¾ miles to the lap.

Everything favored Collier's record breaking ride. It was a gloriously sunny afternoon, with little or no wind, and Collier experienced no trouble from the start. He got away from a standing start and the first lap was covered at the rate of 63.24 miles per hour, his fastest average speed of the ride being in the fourth lap (11 miles) when he flew around the immense cement bowl at a speed of nearly 73 miles per hour.

Collier did not experience any mechanical trouble, and he rode magnificiently throughout. He rode very low down on the banking and on the stretches kept about 11 yards from the pole. He did not stop once and the only damage the machine suffered was broken check springs on the inlet valve. After the finish Collier complained of the roughness of the surface and said the ride had been somewhat of a strain.

As stated, Collier covered in the hour 70 miles 105 yards, which beats the world's record by 6 miles 787 yards. The previous record was made by the Italian Guippone on a 12 horsepower French machine, on the Parc des Princes track, Paris, December 9, 1905. Guippone covered 63 miles 1,078 yards on a track which measures about three laps to the mile.

Details of Collier's machine are interesting. It was fitted with a 7-10 horsepower J. A. P. twin cylinder engine, dimensions 85x85. The valves, mechanically operated, are situated on top of the cylinders, and are worked by overhead tappets, the rods being kept down on the cams by means of light check springs. The ignition is by coil and battery. Twenty-six inch wheels, with 2¼-inch front and 2½-inch rear tires were employed. No throttle is fitted, there being merely the air lever and the spark advance lever. The gear is 2⅔ to 1. As regards Collier himself, he is 23 years old, stands 5 feet 8 inches and weighs 140 pounds.

Central City Defeats Berkeley Wheelmen.

The Central City Wheelmen and the Berkeley Wheelmen held their scheduled 50 miles relay match at the Golden Gate Park Stadium, San Francisco, on Sunday, 12th inst., resulting in a clean victory for the first named. The winner of the race was in doubt until the fourth relay, when A. Fawke, of the Centrals, managed to score a jump on L. Brown, of the Berkleys, and thereby obtained a lead of a quarter lap, which could not be overcome before the finish. The fastest five miles of the afternoon were ridden by P. Quevillon in the sixth relay, when he covered the distance in 14:18⅘. The results of the different relays are as follows:

First relay—L. Prince, C. C. W., 16:04; L. McElroy, B. W., 16:03.

Second relay—J. Mazarells, C. C. W., 14:50⅘; H. Breysacher, B. W., 14:52.

Third relay—A. McDonald, C. C. W., 17:34⅕; A. Hendrickson, B. W., 17:31.

Fourth relay—A. Fawke, C. C. W., 15:53⅗; L. Brown, B. W., 16:15⅗.

Fifth relay—G. Lee, C. C. W., 15:50⅗; V. Quackenbush, B. W., 15:49⅗.

Sixth relay—P. Quevillon, C. C. W., 14:18⅘; F. Isaakson, B. W., 14:45⅗.

Seventh relay—B. Farrell, C. C. W., 14:23⅕; W. McKenzie, B. W., 15:00.

Eighth relay—H. Williamson, C. C. W., 14:50⅕; P. Beckman, B. W., 16:05.

Ninth relay—M. Doyle, C. C. W., 14:46⅕; L. Schachtebeck, B. W., 15:53⅕.

Tenth relay—R. Schadt, C. C. W., 15:20; B. Hartwell, B. W., 15:20.

Fourteen Thousand Federated Wheelmen.

One of the most flourishing associations abroad is the Federation Velocipedique Suisse, which has just celebrated its 25th anniversary. This body came into existence as the Union Velocipedique in 1883. From a comparatively insignificant number of pioneers the membership has increased to more than 14 000, a number that speaks volumes for the popularity of cycling in a mountainous country that has not nearly so large a population as the city of New York alone. This membership does not include the Franco-Swiss clubs either, which boast of a large membership. The federation's principal work is to encourage touring, and it has done much to facilitate and cheapen it. The Swiss organization has a system of insurance by which all members are insured against accident and attendant liabilities at a nominal sum per year, which is included in the membership dues.

Globe Girdler Completes First Lap.

Robert Hellmich, the German young man who is riding a bicycle from New York City to Paris, over the route taken by the circummundane automobiles last winter, has arrived in San Francisco. He left New York City July 14th last. When Hellmich left the East he could not speak English, but has now picked up enough words to enable him to converse intelligently. The adventurous German will shortly sail for Seattle and then embark for Japan, and after crossing the little brown man's land, will begin the hardest part of the journey from Vladivostok.

HARTFORD AND NEW HAVEN MEET

Motorcycle Clubs of the Two Cities Exchange Midway Greetings—Feasting and Fun at Southington.

Hartford and New Haven commingled on Sunday last, 18th inst.—that is to say, the motorcycle clubs of those respective cities did. The New Haven Motorcycle Club is a recent recruit, so to speak, and the two clubs thought the best way for them to get acquainted was by meeting at Southington for dinner and what goes with it; quite a lot of the latter was served, some in tall glasses, some in small ones.

The Hartford delegation, 21 strong, left half-way between morning chores and dinner time, and they should have gotten to Southington long before they did, but the puncture fiend was unusually rampant and his victims were many.

When the Hartford crowd reached Meriden they found that the New Haven delegation of 15 already was awaiting them at Southington. Just as the first named reached Meriden "Long John" O'Connor completed his 10,000 miles on his old 1¾ Indian, and so there was nothing to do but celebrate the gladsome occasion, and that took a few minutes more. To further punctuate the fact his front tire went down at the moment, which entailed additional celebration at O'Connor's expense.

Dinner at Southington was the pleasantest feature of the day and it would be superfluous to add that the two clubs became thoroughly acquainted. The Hartfordites agreed that the New Havenites were prettydamgoodfellows, and vice versa, and there you are. If that isn't getting acquainted, what is?

By the time 36 quarts of dust were flushed down 36 dry throats by 36 quarts—and more—of bubbly stuff and stuff that isn't bubbly, the speechmaking began, and the going was hot from the bell to the finish. Everyone either wanted to talk or was forced to talk. "Jim" Cox, of New Haven, they say, was in the former class, and O'Connor, of Hartford, in the latter. O'Connor, who stuck close to lemonade, recited a poem about the F. A. M., and no one appears to have a very clear recollection of what Cox and some of the others said.

The runs back to New Haven and Hartford, respectively, did not take nearly so long as from that city to Southington. It is told in all seriousness that when the "doubles" passed a chestnut grove they created such warmth that later, when the slow going riders of the singles came along, they found several bushels of chestnuts nicely roasted.

The midway meeting of the two Connecticut clubs proved so enjoyable that they have issued a joint "challenge" to the New York Motorcycle Club to meet and drink with them "up the road" on November 1st.

WALTHOUR GETS SECOND PLACE

American Suffers from Bad Luck in Race at Paris—Recent Notable Contests on Various European Tracks.

Robert J. Walthour finished second in the three heat paced race at the velodrome Buffalo, Paris, Sunday, 11th inst., the event going to Contenet, with Lapize, the new pace follower third. The event was run in three heats, the classification being by points. The American had a streak of hard luck in the first heat, at 10 kilometers, as he had secured a lead of 100 yards when his tire punctured. Contenet won the heat, with Lapize second, the misfortune costing Walthour five laps. Walthour won the second heat, 15 kilometers, by three-quarters of a lap from Contenet, but in the third, heat, 20 kilometers, the American had to contend with a balky motor. Just when victory seemed assured the motor began to miss fire, and before it could be got working properly again Contenet had gained two laps. The classification by points gave Contenet the race with 4 points, Walthour second with 6, and Lapize last with 8 points.

The principal race of the day was the Grand Prix de Neuilly, run in trial, repechage, semi-final and final heats. Gardellin, Dupre, Thuau, Poulain, Quessard, Ellegaard, Berthet, Duquesne and Heller, survived the trials and repechage heats, the semi-finals going to Dupre, Poulain and Ellegaard, respectively.

There were two final heats and in the first World's Champion Ellegaard defeated Poulain by 10 inches, Dupre trailing by one length. Ellegaard repeated the trick in the second heat, making a third unnecessary, while Dupre and Poulain ran a dead heat for second place, a half length behind the world's champion.

The Coupe Dubonnet for amateurs was won by Schilles, who is regarded as a likely future world's champion. Avrillon was second and Texier third.

Among the other notable victories on October 11th, were those of Darragon, who won the paced race at Schevenique; Guignard, who won the 100 kilometer event at Hanover, and Arthur Vanderstuyft, who broke the world's record for two hours at Leipzig. Vanderstuyft's performance was most notable as he covered in the 2 hours of riding 106 miles 1,498 yards and defeated Salzmann, Dickentmann and Robl. The old record for two hours was 105 miles 1,003 yards, made by Guignard August 23d last.

Three big paced races took place in Europe on October 5th, in addition to probably a dozen events of smaller importance. Thaddeus Robl won the paced championship of Europe, held at Dresden, when he covered the 100 kilometers in 1:18:38⅘, and beat Pongs, Dickentmann and Demke in the order named. At Cologne the principal event was the Grand Prix of Europe, which Guignard won in 59 minutes 8 seconds for the distance of 80 kilometers. Vanderstuyft was second, Mauss third and Guenther fourth. The hour race at the Friedenau track, Berlin, went to Verbist, who covered 87 kilometers 750. Salzmann was second, Scheuermann third, Stellbring fourth, and Theile fifth.

Faking Verdancy to Steal Motorcycles.

Asking for a demonstration on a motorcycle and then riding away with it, seems to be a contagious disease, like the measles, whooping cough, or other juvenile complaints. For want of a better name it might be called "motorswipitis." The latest evidence of this kind of stealing is reported from Oakland, Cal. George Faulkner, a bicycle dealer at 551 Twelfth street, is the complainant. Faulkner is still wondering at the remarkable proficiency displayed by a prospective purchaser he undertook to initiate into the gentle art of riding a motorcycle without falling off. Here is the plot: A well-dressed young man entered Faulkner's store and announced that he wanted to buy a motorcycle. He inspected the stock, chose a fine new $350 model and started out on the boulevard with the demonstrator to learn how to ride it. After a few instructions he started off by himself and handled the machine amazingly well for a beginner. The demonstrator was so well pleased with the aptness displayed by his pupil that he advised him to try the machine at top speed and see how he liked it. The pupil took his advice and disappeared in a cloud of dust. As he has not been heard of since the demonstrator is convinced that the machine was satisfactory.



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HOW HOFMANN BEGAN PACEMAKING

His Good Samaritanism Gives Him His First Motor Bicycle—His Mechanical Genius Improves the Gift.

Franz Hofmann, the Saxon pace maker, is considered one of the two best pacemakers in the world. It has always been a moot question whether Hofmann or Gus Lawson is the most expert, it being a well known fact that the latter can always get his man off at the start a lap in advance of the field. As Hofman has at one time or another paced Walthour, Elkes, Michael, Hall, Guignard, Guenther and numerous others, it is interesting to know just how he began his career.

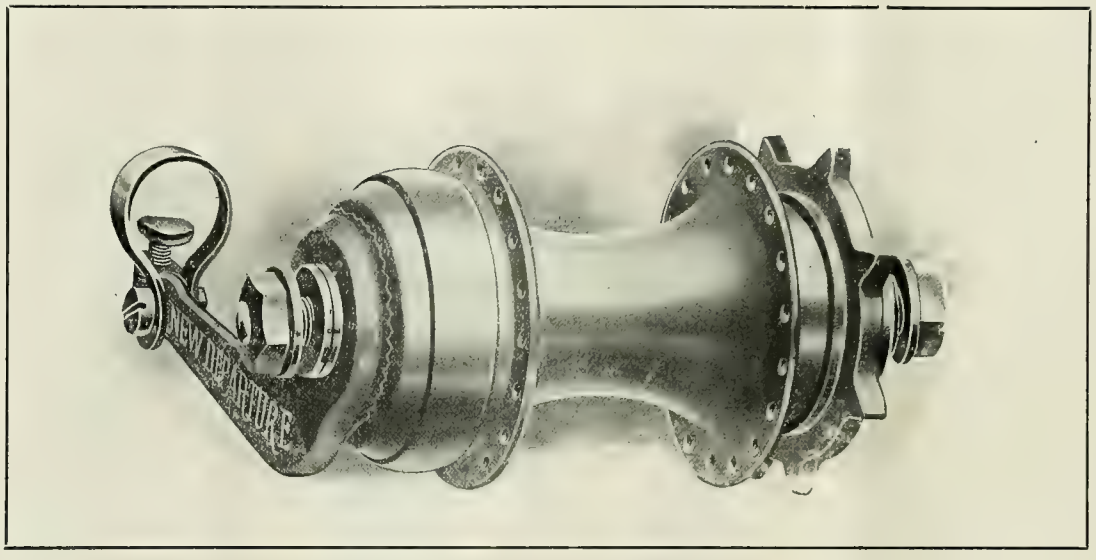
Hofmann started his racing career as an amateur sprinter and stayer, according to an English source, and eventually, in accordance with the trend of things in Europe, where amateurism is regarded only as a step to professionalism, became a cash-chaser in the latter category.

In 1901 he offered himself as steersman of motor tandems, and that year dates his career in the field in which he has since become famous. How Hofmann got his first motorcycle was through the misfortune of some one else, and the display on his part of a spirit of Good Samaritanism, the result of which proved that there is truth in the old saying to the effect that "virtue brings its own reward." Two young men went to the Friedenau track, with the object of making the world sit up and take notice of their riding ability. They had a motor tandem, but it was held by an express company for an unpaid bill, which the two aspiring riders found themselves unable to meet.

Hofmann came to the rescue and redeemed the tandem, which he brought in triumph to the track. For some reason or another the aspirants for racing honors troubled themselves no more about the machine, and Hofmann found himself with the thing on his hands. Some time afterward, in order to get some enjoyment for his money, he removed the engine from the tandem and built it into a bicycle. His primary intention was to use it for road work, but he hit upon the idea of earning some money by the practical idea of getting riders to train behind the machne.

Later on Hofmann accompanied Josef Fischer to Budapest and then went with the world's champion, Sievers, to Paris. When P. T. Powers engaged his European riders for one of the annual grinds Hofmann joined the troupe, and in America he soon found employment as a pace maker. It was really through the offices of the old firm of Powers & Kennedy that Hofmann got his start as a pace maker. In Germany he is known as the "pacing king"; in Paris, Hofmann shares honors with Gus Lawson, the American.

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HERE IS THE AMBULANCE BICYCLE

Adaptability of the Little Machine Under Test in Hospital Work—How It is Converted into a Barrow.

So broad and well recognized is the utility of the bicycle that it is difficult to conceive of a purpose to which it could be applied which in any way could be deemed novel. Its application to the work of a rescue training and experimental station at Howe Bridge, near Atherton, in the heart of the Lancaster coal mining district of England, however, certainly seems worthy of that term when its broad purpose is considered. Among other equipment employed in the school is the Simonis ambulance bicycle, here illustrated, which can be converted from its ordinary form into that of an ambulance barrow in three minutes time, in which shape it may be used by the rider for transferring the injured in a safe and expeditious manner.

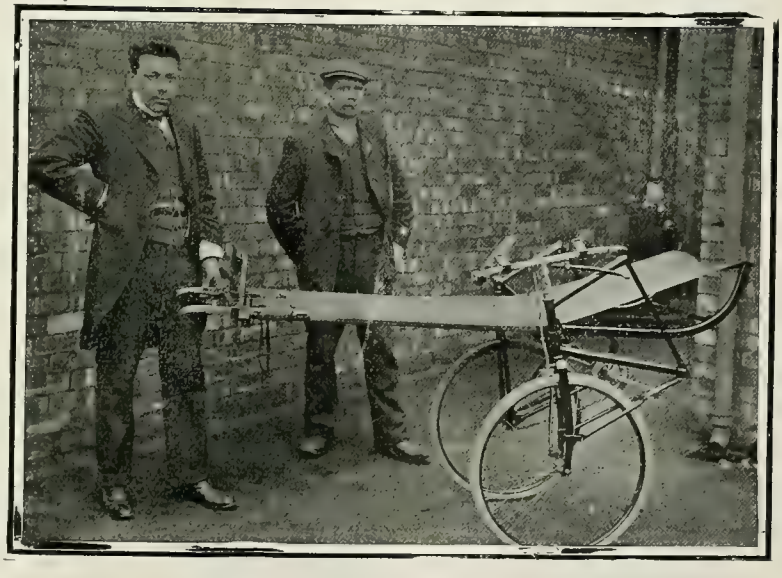


THE SIMONIS AMBULANCE BICYCLE

Structurally the machine suggests the principle of the folding bicycle, so many variations of which have been produced at one time or another. Its general appearance is that of an ordinary machine, except that the diamond of the frame is bisected by a vertical double brace, which marks the point at which the "break" occurs when the conversion is being made. In addition to its ordinary equipment as a bicycle, the contrivance also includes a couple of long rails, having curved ends suggesting the thills of a horse-drawn carriage, which form the basis of the stretcher. A couple of cross pieces for the ends of the stretcher frame also are carried, this portion of the outfit being strapped to the lower part of the bicycle between the legs of the rider, and projecting fore and aft, as shown in the first of the two accompanying illustrations, while the canvas bed is rolled up and strapped to the handle bars.

When it is desired to convert the apparatus, the frame is "broken" and the two halves entirely separated, leaving one half of the frame, with the saddle, hanger and pedals and rear wheel in one section, and the handle bars, front wheel and the other half of the frame in the other. The two are then placed side by side and the two rails attached with the upturned ends extending forward. The cross pieces when attached serve to separate the wheels and are designed to establish suitable bracing so that the structure is perfectly rigid. When the canvas has been stretched over the frame-work thus formed, a comfortable barrow is secured which can be trundled about from place to place in much the same way as the common variety of wheelbarrow.

The purpose of its present application is to establish a "first-aid" system for the treatment of injured miners in the various collieries. Relief stations are set up in the mines, and certain of the workers selected and trained in emergency treatment for the injured. Special forms of respiratory apparatus are used which makes it possible for the rescuers to go into workings which are filled with the poisonous fumes of the deadly "black damp," and further, arrangements are made so that in the event of great disasters the reliefs from adjoining mines can be rushed to the scene of trouble in the shortest possible time. For this purpose the lightness and convenience of the bicycle ambulance is plainly apparent.



AMBULANCE BICYCLE IN RELIEF WORK

BEST VEHICLE FOR THE JUNGLE

Winston Churchill Tells What He Might Have Done in Africa with a Bicycle—Brief Experience a Revelation.

Although it may sound improbable, Winston Churchill—the English Winston—declares that the best and quickest of all means of progression in the far-away and undeveloped districts in Central Africa, is not the automobile, the horse, the mule or the camel, but the bicycle.

In a recent issue of the Strand magazine, Mr. Churchill tells of his arduous tour of inspection through British East Africa to the source of the Nile and home through the Soudan and Lower Egypt, when he was Under-Secretary of State for the Colonies.

He relates how, after traveling from the coast by rail for a distance of 1,000 miles, there remained 40 miles to be covered before reaching the Nile. There are no roads but in the dry season the paths through the bush, packed hard by the feet of the natives, afford excellent paths for bicycles.

"Had I known before coming to Uganda the advantages which this method presents," writes Mr. Churchill, speaking of the bicycle, "I should have been able to travel far more widely through the country by the simple expedient of trebling the stages of my journeys, and sending porters on a week in advance to pitch camps and deposit food at wide intervals. And then, instead of merely journeying from one great lake to the other, I could, within the same limits of time, have explored the fertile and populous plateau of Toro, descended the beautiful valley of the Semliki, traversed the Albert lake from end to end, and skirted the slopes of Ruwenzori. If youth but knew!

"Even when the track is but two feet wide and when the densest jungle rises on either side and almost meets above the head the

bicycle skims along, swishing through the grass and brushing the encroaching bushes at a fine pace. Although at every few hundred yards sharp rocks, loose stones, a water course, or a steep hill compel dismounting, a good seven miles an hour can usually be maintained.

"And think what this means. From my own experience I should suppose that with a bicycle 25 to 30 miles a day could regularly be covered in Uganda, and if only the porters could keep up all journeys could be nearly trebled and every white officer's radius of action proportionately increased. Nearly all the British officers I met already possessed and used bicycles, and even native chiefs are beginning to acquire them."

In a later continuation of his adventures Mr. Churchill relates that he actually did press the bicycle into service for an evcursion to the Murchison Falls, which was not included in the itinerary he had mapped out.

Where the bicycles were procured the English writer does not state. On the first day of the excursion the "road" consisted of an embanked track through low-lying scrub and jungle. The heavy, black cotton soil, cracked and granulated by the heat, offered a hard, if uneven, surface, which in the rainy season would, however, be impassable. As they pushed onwards they came into a region of hills and great trees, and further still into a rich and beautiful land. And as the landscape changed so did the soil alter. Over the bumpy, black cotton soil it was scarcely pleasant, though possible, to cycle. Then there appeared paths of red sandstone washed in places almost as smooth and as firm as asphalt by the heavy rains of the wet season. And, finally, when they topped the ridge of hills which bounds the watersheds of Lakes Albert and Chioga, they were offered four miles of gentle down grade to their halt on the second day, where they arrived with good appetites for the breakfast and cold drinks that awaited them. All the journeying must be done in the early morning, and even then the heat is terrible. By 10 o'clock the sun blazes down scorchingly. On the succeeding three days the bicycle had to be abandoned, owing to the encroachment of the jungle over the track, and the necessity for removing the overgrowth as the party proceeded.

However, the actual use of the bicycle in an undeveloped country abounding with savages is instructive and adds another interesting chapter to the list of triumphs of the bicycle over other means of transport.

Baltimore Sickening of Outlawry.

In the City of Cycling Clubs, sometimes termed Baltimore, they are in a state of mind. Although N. C. A. sanctions for road races cost nothing, the clubs thought they were not worth bothering with and as a result they have been playing "outlaw" and automatically disqualifying their members and visitors from all open cycling events and all other events governed by the bodies with which the N. C. A. is allied. But there are signs of an awakening to the large truth that a governing association is absolutely necessary. "Pop" Allard, unwittingly is responsible for the awakening. Allard is an old rider who recently found his youth again and competed in one of Baltimore's many road races. He finished well up and much was made of the fact. Later, some one discovered that Allard is an old-line professional, who never was reinstated, and ever since anxious inquiries have been reaching the N. C. A. officials. They all are of the same tenor: Are the riders who competed against Allard professionals? The response invariably has been the same, viz.: Technically they all are professionals. Hence the state of mind in the State of Maryland.

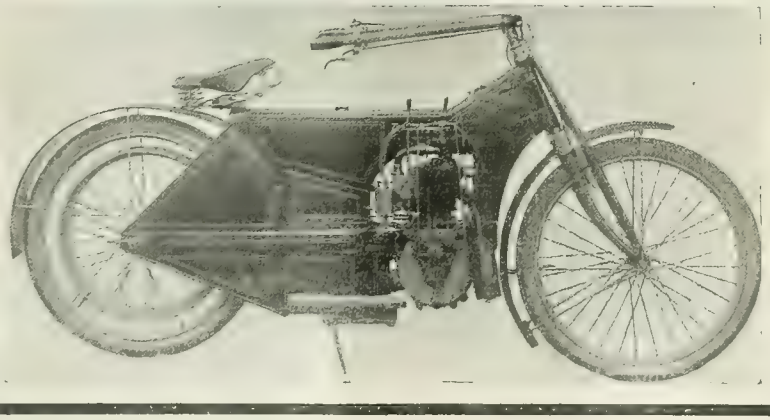
Boardman Joins the Silent Majority.

Lee C. Boardman, until recently sales manager of the Armac Motor Co., Chicago, died in that city on the 7th inst., but the news of his death did not become generally known until this week. Boardman's death marked the end of an adventurous career—a career full of ups and downs. A penniless actor, he drifted into the newspaper business in New York during the heydey of cycling. He became cycling editor of the Recorder, a new daily paper, which ran its course in a few years, and in that capacity he developed the "puff" to its limit; his department fairly blossomed with "puffs" and the resultant advertisements and excited the envy of every other paper in the country. He threw himself into the then seething cycling life of the East and became one of its characters. He was mixed up in about everything that went on hereabouts and like every other active man he had his full quota of enemies. Boardman was known personally by all the big men in the trade and for a long while stood close to Col. Albert A. Pope himself, whose friendships long stood him in good stead. When the "craze" spent itself, Boarcman went with it. He had made big money, but spent most of it as fast as he made it. With its remains, he acquired a road house near Coney Island, but that proved a failure, and after two or three other "downs." he turned up in England, where ill luck continued to pursue him. Several years ago he found his way home and sought to take a part in the then infant motorcycle movement. He soon passed out of it, and into the automobile business in the West, later drifting into Chicago journalism and still later into the Armac service. A few weeks since a brain malady attacked him and he steadily declined until his death. He was a big man with a big voice and a good presence; he was full of ideas, but most of them were odd or misdirected, and though he struggled hard against fate, it turned against him most of the time. His widow survives him

Cyclist's Skirmish with a Polecat.

R. Hanson, a motorman on the Tacoma (Wash.) street cars, is wondering if he will have to purchase a new bicycle as the result of a recent encounter with a skunk. Hanson was on his way to work when a polecat got mixed up with the bicycle's front wheel. When Hanson arrived at the office where 50 men were waiting to go to work, it took less than three seconds to "clean house." Through a megaphone the superintendent gave Hanson a 24 hours vacation and ordered him to spend twenty of it in the bath tub, to burn his clothes and also to bury his bicycle.

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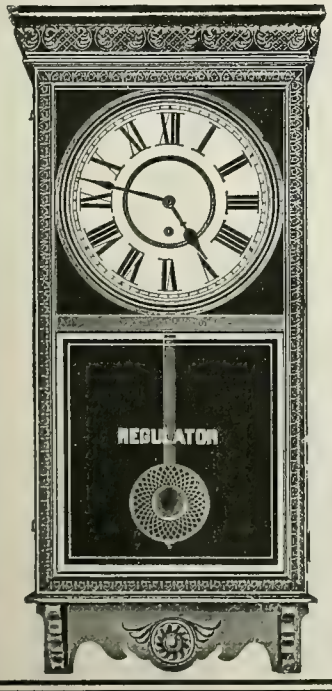
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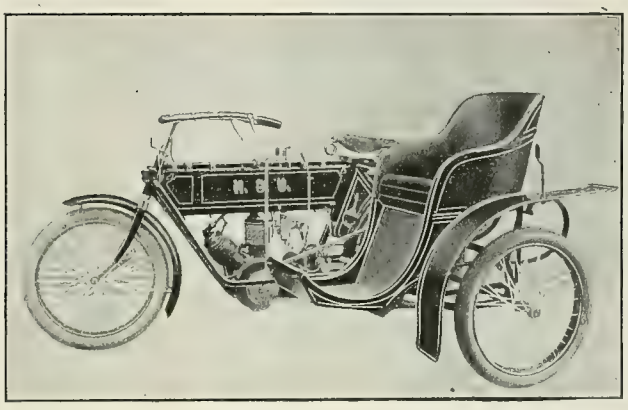
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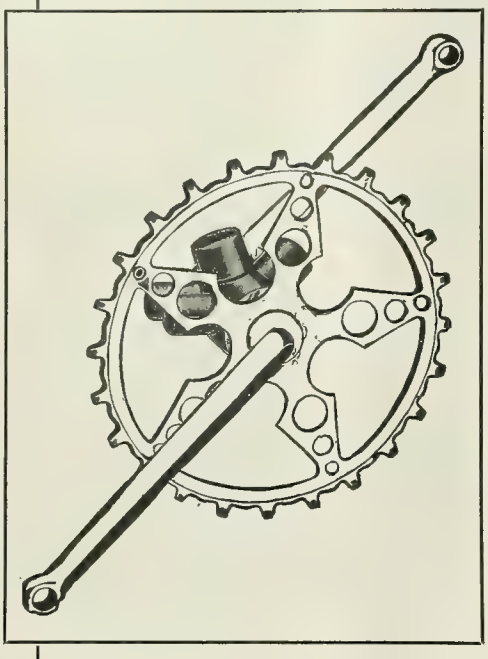
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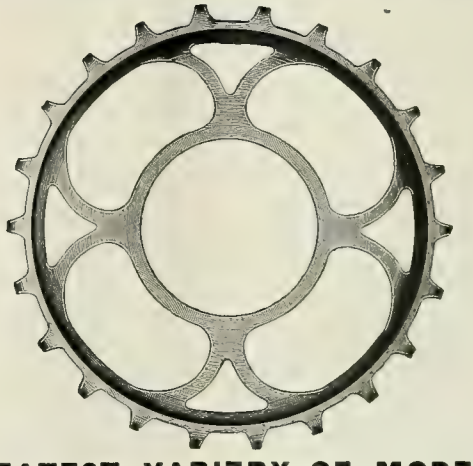
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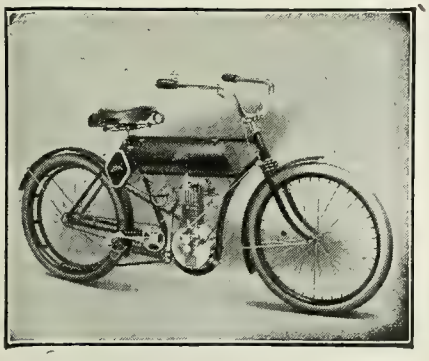
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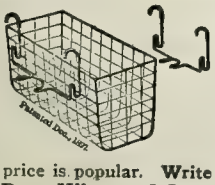
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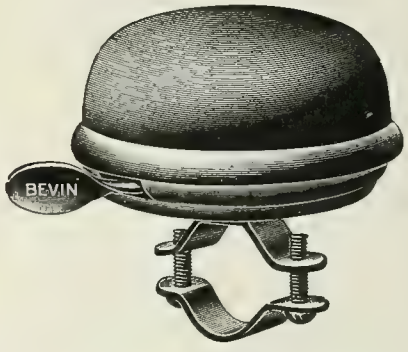
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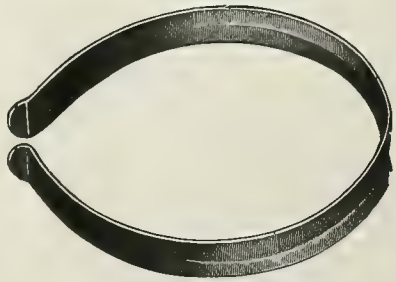
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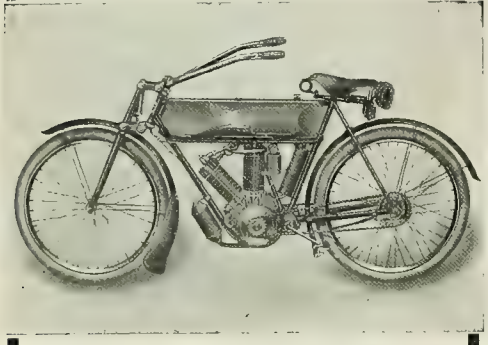
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The Week's Patents.

895,501. Yieldable Driving Gear. William G. Schaeffer, Reading, Pa., assignor to Reading Standard Company, Reading, Pa., a Corporation of Pennsylvania. Filed Nov. 6, 1907. Serial No. 401,017.

1. A wheel comprising a circular inner section and a concentric rim section rotatably mounted upon the periphery of said inner section, oppositely arranged annular clamping plates covering the circular junction line of the two sections, and transverse clamping bolts whereby one of said sections is rigidly connected to said plates and the other section yieldingly clamped between the extending portions thereof substantially as set forth.

895,502. Yieldable Driving Gear. William G. Schaeffer, Reading, Pa., assignor to Reading Standard Company, Reading, Pa., a Corporation of Pennsylvania. Filed April 10, 1908. Serial No. 426,208.

1. A wheel comprising a circular inner section, a separately rotatable rim section and anti-friction balls entered in opposing peripheral racegrooves in said sections, oppositely arranged annular clamping plates covering the circular junction line of the two sections, and transverse clamping bolts whereby one of said sections is rigidly connected to said plates and the other section yieldingly connected thereto by frictional engagement with the overlapping portions of the plates substantially as set forth.

895,553. Driving Gear. Friedericch T. Gottschalk, Dresden, Germany. Filed June 9, 1906. Serial No. 321,002.

1. In a braking and driving mechanism the combination with a driven member, of a driving member, a longitudinally movable cone member adapted to engage the driven member, a second longitudinally movable cone member, braking wedges with which said second cone member engages and means carried by said driving member whereby each cone member may be positively moved independently in the same direction; substantially as described.

895,576. Inlet Valve for Gasolene Motors. Archibald J. McCollum, Chicago, Ill., assignor to Armac Motor Company, Chicago, Ill., a Corporation of Illinois. Filed Dec. 21, 1906. Serial No. 348,856. Renewed Dec. 14. 1907. Serial No. 406,488.

1. An inlet valve for gasolene motors formed of an elbow, the wall of which depends downwardly forming a tube or casing in the interior of the vertical portion and an inner tubular wall extending upwardly within said casing and formed integral therewith, there being an annular space between the two, a coil spring mounted in said annular space, the interior of the tubular wall furnishing a guide or bearing, said wall terminating within the elbow, a valve stem fitted to and slidable in said bearing, a valve at the lower part of said stem, means to engage the coil spring with the upper end of the valve stem, for the purpose set forth, substantially as described.

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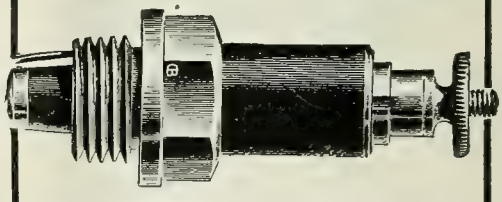
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The Goodyear Pathfinder is the bicycle tire that is making business—and making money—for live dealers all over the country. We have more than 300 agents—one to a town—who tell us the Pathfinder is far and away the most popular tire they ever handled.

Write for our special Pathfinder Tire proposition. If we are not represented in your town this is a chance for you. You can't fail to get the trade on the Pathfinder. It is the easiest riding tire—the most durable tire—the tire that can be repaired—at a moderate price. Riders take to it enthusiastically. Every purchaser becomes an advertiser for you. Write today.

TO BIG TIRE BUSINESS

These tires have become famous because they are not only very resilient and easy riding—but durable as well. They *last*.

The trouble with most bicycle tires is that they are not both easy and long-lived. If they are resilient enough to ride comfortably they soon wear out, and if they are strong enough to last they are so hard as to be practically solid tires.

In the Pathfinder Tires only the best materials are used. That is why they last—but—

To this wearing strength we also unite by the Special Goodyear construction easy riding quality called "Resiliency."

Pathfinder Tires are made of gum as nearly pure as possible in a bicycle tire which will vulcanize properly.

The fabric is Egyptian, of special close weave, which, while very pliable, is of great strength.

Notice the Pathfinder Tire's cover. There's a cover that will be good and strong when others have been worn out and thrown away.

Yet the Pathfinder yields and springs in your hands.

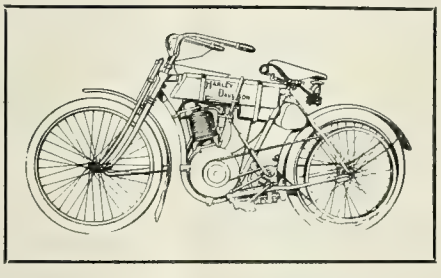
The reinforcing strip is made of toughened rubber prepared by our patented process which preserves the resiliency while giving the most stubborn resistance to wear.

The rim side of the Pathfinder is pebbled so as to give the rim cement a tight grip and thus prevent creeping. You can *repair* the Pathfinder Tire. This is another great feature of economy. Many bicycle tires cannot be repaired; when they begin to "go" they are done for. See for yourself. Ask us for a sample section. The Pathfinder is made in sizes 28 x 1¼, 28 x 1⅜, 28 x 1½, 28 x 1⅝. Address—

The Goodyear Tire and Rubber Co., Moal Street, Akron, Ohio

Another Private Owner Victory.

R. W. Gates, of Minneapolis, wins 110 mile road race in 3:49, thirteen minutes ahead of next man.



Get a HARLEY-DAVIDSON for every day hard service.

Harley-Davidson Motor Co., Milwaukee, Wis.

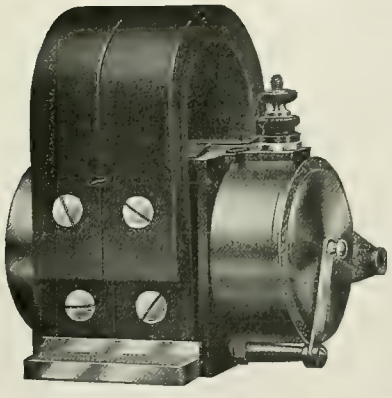
ARMAC Motorcycles

STAND THE TEST

GOOD TERMS FOR AGENTS

Write to-day for our new catalogue, fully illustrated

Armac Motor Co., Chicago, Ill.



DURABILITY

is achieved in the

Unterberg & Helmle Motorcycle Magneto

by a number of clever and practical refinements of construction which would hardly occur to the novice in magneto building. These features are conspicuous in the design of the bearings and in the arrangement and construction of the interrupter and condenser.

The designer of this magneto is the foremost ignition expert in the Old World, and the Unterberg & Helmle magneto is his latest and best production.

J.S. BRETZ COMPANY

Sole Importers, TIMES BUILDING, NEW YORK

WANTS AND FOR SALE.

10 cents per line; 15 cents per line if in capital letters. Cash with order.

WANTED—To exchange 4 h. p. Mitchell motorcycle for second-hand Harley-Davidson or Thor outfit. P. C. LEONARD, 216 Villa St., Elgin, Ill.

FOR SALE—1908 twin cylinder Indian motorcycle; run 400 miles; fine condition. Price. $150. STINE & PARKS, Fremont, Ohio.

FOR SALE—An old established business, bicycles and sporting goods, in Indiana. Address E, care of Bicycling World.

FOR SALE—Two-cylinder, 5 h. p. Simplex-Peugeot motorcycle; Bosch magneto, spring fork, 1 extra new tire, Brooks saddle. Machine in good condition; only run three months; $200 cash takes it. S. K. NESTER, Geneva, N. Y.

WANTED—1908 Indian Tri-car in exchange for '07 Indian motorcycle in good order. CARY A. WALDEN, Sciotoville, Ohio.

LOOK OUT for twin Indian, motor No. 1751; stolen Oct. 3d. Reward for recovery. Notify JERSEY, care Bicycling World.

WE are now delivering the "Forerunner" models for 1909 single and double cylinder motorcycles; come and see them, they are the candy. 20-in. frame, roller bearing connecting rod, improved engine, greater power, double grip control, luxurious cushion fork, French gray enamel. TIGER CYCLE WORKS, 782 Eighth Ave., New York.

FOR SALE—1905 Indian, clincher tires, double grip, $50; 1906 Indian, 2¼-inch G & J clincher tires, all improvements, $100; 1907 Indian, twin cylinder, in fine running order, $150; 1907 Yale, new, shop worn, 2 H. P., 2¼ G & J tires, $135; 1907 Marsh, 26-inch wheels, in good order, $100; 3 H. P. R-S tandem, combination for lady or gentleman, $175; Indian van attachment, shop worn; for delivery purposes, $100. F. A. BAKER & CO., 37 Warren St., New York.

1908 INDIAN twin, magneto, etc., $235; twin tri-car outfit, $250; parts and repairs. Armac, $75; Royal, $75; Indians, $75 up. Send for specialty catalog. WIDMAYER, 2312 Broadway, New York City.

WE can supply all parts of the Orient bicycle and tandems. THE HUB CYCLE CO., 285 Hanover St., Boston, Mass.

MOTORCYCLES—All makes second hand, from $60 up; agents for Merkel, Armac and Crouch. We buy for cash and sell for cash. E. J. WILLIS CO., 8 Park Place, New York City.

MOTORCYCLISTS can with confidence send their motorcycles to me. Low price on motorcycle tires and supplies for repairs and overhauling; enameling done any color; vulcanizing, nickel plating. B. A. SWENSON, Providence. R. I.

SPOT cash paid for second hand motorcycles; we want 100. E. J. WILLIS CO., 8 Park Place, New York City.

WE REPAIR MOTORCYCLES.

HURCK MOTOR & CYCLE CO.
109 N. 12th St., St. Louis.

SALES MANAGER wanted—By large corporation, to take charge of Eastern business, with headquarters in New York. Must be thoroughly conversant with motorcycle or automobile business, capable of appointing agents, and producing results. Excellent opportunity for right man. State age, salary wanted, references and full particulars. Strictly confidential. Address A. A., care Bicycling World.

Those who have used them most will tell you that
Duckworth Chains
are the most satisfying chains ever applied to
Bicycles or Motorcycles
DUCKWORTH CHAIN & MFG. COMPANY
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Genesee Pedals Frame Sets
Also All Metal Parts for Bicycle Construction
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Read by the whole of the
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American Subscription Rate 9/4 per annum.
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wheels must have the best equipments
There is nothing that gives more value for the money than the use of the
MORSE TWIN ROLLER CHAIN



NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING
The only chain having FRICTIONLESS ROCKER JOINTS. Insist on having the Morse Twin Roller. Fits regular sprockets.
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JOBBERS
BUY—Nuts, Bolts, Screws, Adjusting Cones, Cups, Brass Plugs, Pump Connections, Pump Hose, Saddle Clamps, Head Brackets, etc., etc., of
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TORPEDO MOTORCYCLES
Torpedo stands for Quality, and Quality means Price. Buy a Torpedo and get both. Write for Catalog.
THE HORNECKER MOTOR MFG. CO.,
Geneseo, Ill., U. S. A.

TO THE LIVE MAN interested in cycling or motorcycling who realizes the value of keeping informed about all that concerns it this blank is hint enough:

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154 NASSAU STREET, NEW YORK

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Name_____

Address_____

Empire Tires
WEAR LONGEST

EMPIRE AUTOMOBILE TIRE COMPANY, - TRENTON, N. J.

BRANCHES—New York, 73d St. and Broadway; 148 Chambers St.; Chicago, 20 La Salle St.; 1301 Michigan Ave.; Detroit, 832 Woodward Ave.; Boston, 292 Devonshire St.; Buffalo, 724 Main St.; Newark, N. J., 264 Halsey St.

AGENCIES—Atlantic City, Penn Auto Supply Co.; Philadelphia, Penn Auto Supply Co.; Jacksonville, Fla., Savell Rubber Co.; Denver, Col., Denver Auto Goods Co.; Seattle, Wash., Fobes Auto Supply Co.; Atlanta, Ga., Dunham Rubber Co.; Providence, R. I., Waite Auto Supply Co.; Cleveland, O., The Motor Supply Agency Co., 1246 Euclid Ave.

Motorcycle Manufacturers Who Want Better Castings

should let us show what we are doing for the largest makers. There must be a good reason why we make over 60% of the cylinders, pistons, etc., used in American built motorcycles. We have the equipment, experience, facilities and *know how* to produce the best castings obtainable. All we ask is that you say "show me."

MANUFACTURERS FOUNDRY CO.

Box 6460 WATERBURY, CONNECTICUT



WHY WALK OR PEDAL

when you can ride all the way up by using the

B & C Transmission?

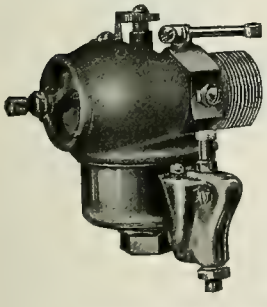
Two speeds and a free engine can be attached to any chain driven motorcycle of the countershaft type.

The free engine device alone is worth the price. Full descriptive circular on request.

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1268 East 80th Place Cleveland, Ohio

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Get a **HEITGER** CARBURETER, and stop your trouble, more power, and speed, better control, giving best of satisfaction among users, and being used by FOUR manufacturers, WHY?

Catalog, and price on request.

Heitger Carbureter Co., Indianapolis, Ind.

The Caterpillar Flame

is a Magneto Spark, produced only by Pfanstiehl Coils. Most of the recent events for Motorcycles have been won with Pfanstiehl Coils.

Pfanstiehl Electrical Laboratory
North Chicago, Ill.



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BI AND MOTOR CYCLE
Contained and Separate Generator LAMPS
"BABY GRAND" *Motor* Boat Car and Cycle Searchlights
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Special Stampings FROM SHEET METAL

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We Make a Specialty of High-Grade Sprockets for the Cycle Trade
HYDRAULIC PRESSED STEEL CO.
CLEVELAND, OHIO



For testing dry cells, use the
Eldredge Battery Ammeter
0 to 30 Amperes
Indicates in either direction of current. Price $3.50, delivered.
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Our Catalogue is ready and will be mailed for the asking.

GEO. W. NOCK CO.
Jobbers of
BICYCLES and SUNDRIES
126 N. Fourth St. PHILADELPHIA.

TO KNOW THEM IS TO LIKE THEM

Gibney Special Tires

QUOTATIONS ON REQUEST

J. L. Gibney & Bro., Philadelphia, Pa.

WHO would think of building Bicycles, Coaster Brakes, Lawn Mowers, Sewing Machines, and etc., etc., without using



The Star Ball Retainers

therein?

WHO? **Tell us.**



The STAR BALL RETAINER CO.
LANCASTER, PA., U. S. A.
and Berlin, S. O. 36, Germany



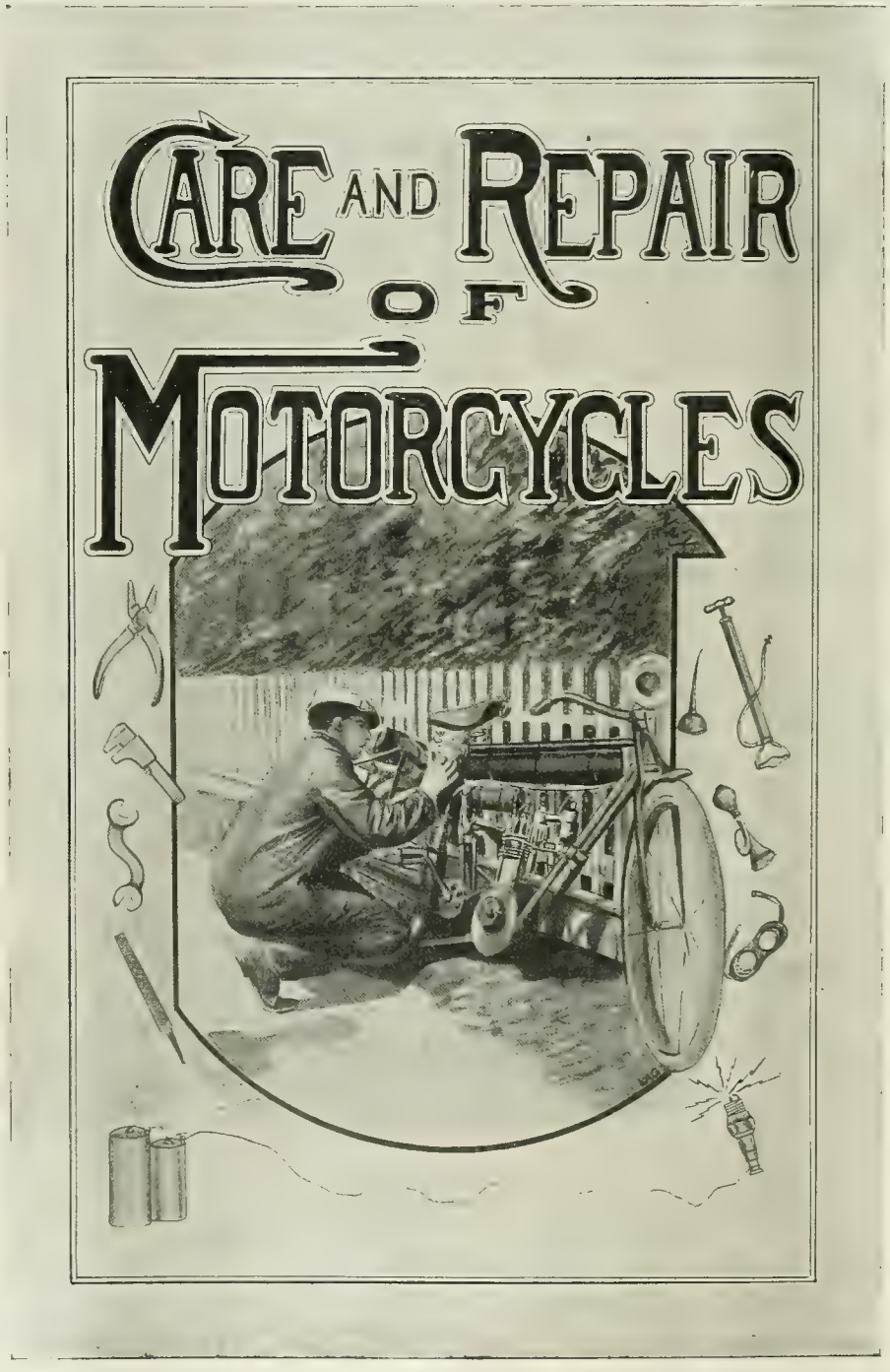
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Ask for Catalogue of Bicycle and Motorcycle Parts and Sundries. We want every dealer to have our Monthly Bargain Book. Write us.
NEW YORK SPORTING GOODS CO.
17 Warren Street, New York.

Don't Borrow Trouble

but it is wise to be so prepared as to be able to

MEET IT MORE THAN HALF WAY

when it does come.



THAT'S THE BOOK

that will enable every motorcyclist to look trouble in the eye without blinking. It sells for 25 cents and the rider who has not yet obtained a copy hasn't done "the right thing for himself."

Bicycling World Company, 154 Nassau Street, New York City

The Secret of the Success of

Defender Special



New Oxford

rests not only in our having made good tires but in maintaining the same irreproachable quality year after year. Adherance to that policy has served not only to increase our own business each season but to increase the business of all who handle our tires. Are you one of the number?

Kokomo Rubber Co., Kokomo, Ind.

1 HOUR, 61⅕ MILES
on
Morgan & Wright Tires

That and the other impressive record-annihilating performances by Fred Huyck, at Detroit, October 21–24, serve to lend point to that cycling adage

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

Morgan & Wright tires now hold all motorcycle records from one mile to 61 miles, every mile being made inside of one minute.

It is proper therefore to style Morgan & Wright tires the mile a minute tires. Sustained speed such as this permits of absolutely no tire trouble. Morgan & Wright tires are therefore the logical tires to use. Be wise: Use them.

MORGAN & WRIGHT, DETROIT

1 MILE, 54⅖ SECS.

on

Morgan & Wright Tires

That's what was done by Fred Huyck on an Indian motorcycle at Detroit, on Thursday, October 22. It was done in an official trial, too, and stands as the hall-marked world's record.

The day before, Huyck twice had lowered this record for the flying mile. On the 22d, he also broke the record for the standing start mile. In fact, he broke a total of 61 records, always using the same good tires. (See opposite page.)

You can have the same tires fitted to your motorcycle if you specify them; and you may as well do so now as later, for

"They'll all be using them soon."

MORGAN & WRIGHT, DETROIT

THE ECLIPSE COASTER BRAKE

is not an all steel coaster brake

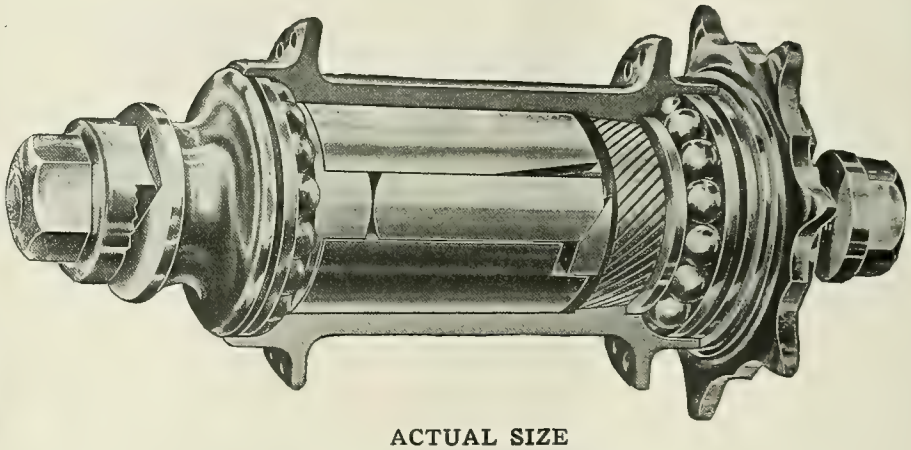
and for the very sound and all sufficient reason that it is a long and well established fundamental of applied mechanics, that when two pieces of the same metal are rubbed together, their coefficient friction is not very high—certainly not high enough to be dependable in such a safety appliance as a brake. Therefore

The Expanding Sleeve of the Eclipse

is not made of the same metal as the steel hub shell against which it rubs when expanded by backpedaling.



ECLIPSE LOCK WASHER
Which eliminates the side arm.



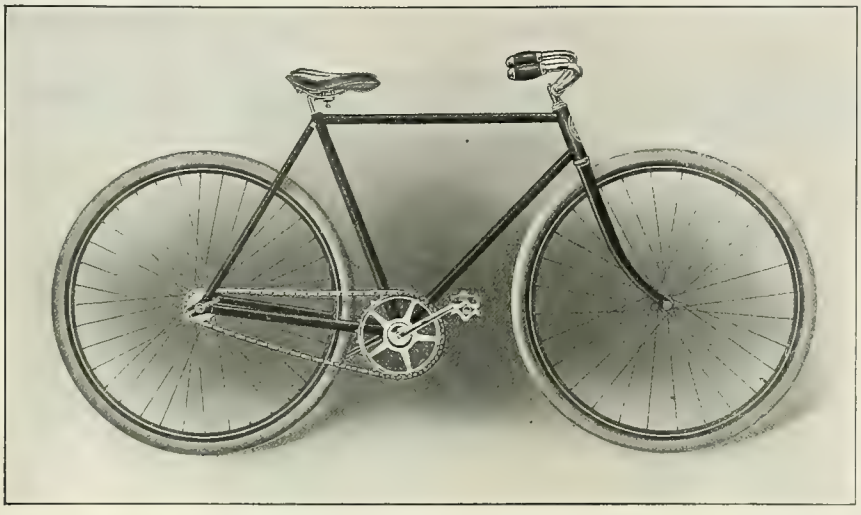
ACTUAL SIZE

That is one of the Many Features

wherein the thoroughly practical and mechanical superiority of the Eclipse is so easily and so convincingly demonstrated; it is one of the reasons why it is by far the best and most dependable brake ever offered for use on bicycles or motorcycles. It is dependable all of the time. Why be satisfied with one that may be dependable only part of the time?

ECLIPSE MACHINE COMPANY, Elmira, N. Y.

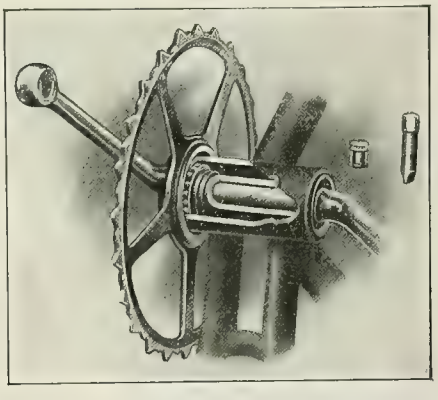
1909 Columbias For Road and Track 1909



COLUMBIA MODEL 912. PRICE $40.00

The 1909 Columbus are infinitely better bicycles than even those of last season. The frame lines have been improved—the wheel base increased—the rake of steering head and seat mast more inclined, adding greatly to the appearance of the machines—the crank hanger perfected—the wheels on the $40 bicycles fitted with ball head spokes, heretofore supplied on no bicycle costing less than $50—the equipment improved and of increased variety—the general workmanship, the nickel and the enamel unsurpassed.

Have you seen the 1909 Columbia Catalogue—by everyone said to be the finest bicycle catalogue printed in many years? If not, send for a copy.



COLUMBIA CRANK HANGER

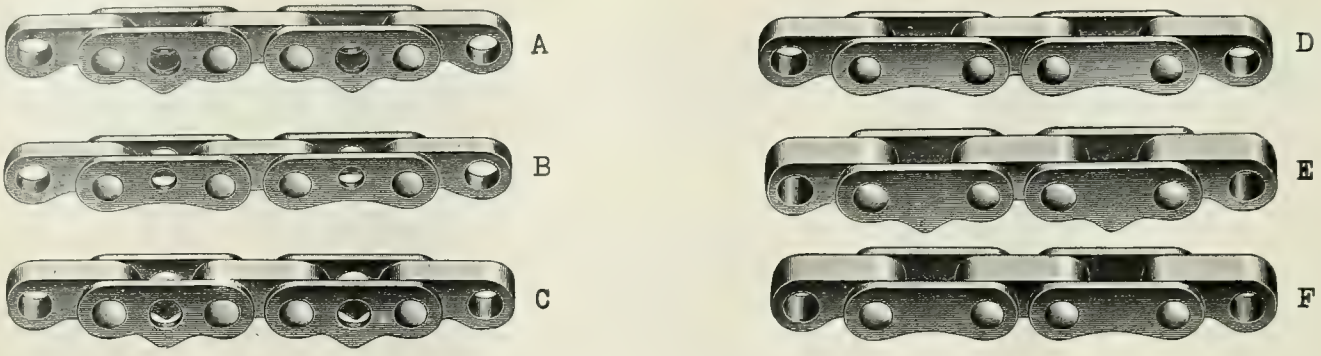
Columbia Racing Supremacy

Do you know that with few exceptions the leading racing men of the country use the COLUMBIA? Why do these men come to us *and pay for their wheels* when doubtless many makers would be only too glad of the opportunity to get them out without charge? There must be good and sufficient reasons. *How is this for one?*

American Derby—At Clifton Stadium, Paterson, N. J., October 18—One Hour Motor Paced Race—Won by Hugh MacLean; second, George Wiley; third, James Moran.

MacLEAN, WILEY AND MORAN ALL RODE COLUMBIAS.

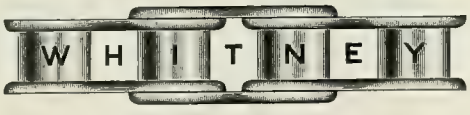
POPE MANUFACTURING CO., Hartford, Conn.



Bicycle manufacturers should investigate "Whitney" Chains before placing contracts for the season of 1909. For two years we have been making preparations for the coming bicycle chain season. We have been fully settled in our new factory for a number of months and before August 1st we will be making our Bicycle Chains with a new and improved equipment of machinery and tools.

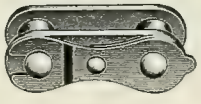
New ⅝-in. Pitch Chain

Roller or Bushing Type



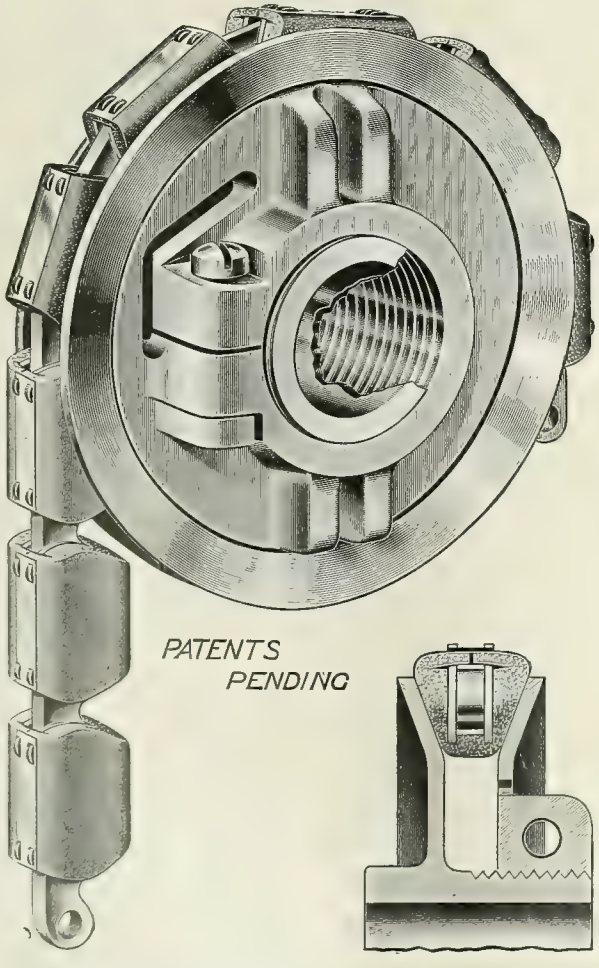
For Motorcycles, etc.

New Safety Connecting Link



PATENTED





PATENTS PENDING

This is the New

"WHITNEY" CHAIN BELT AND Special Adjustable Pulley

FOR MOTORCYCLES,
COOLING FANS,
OILING DEVICES, Etc.

The belt is composed of center blocks, rivets, special side links and leather covers having special form and suitable locking plates. Only the leather comes in contact with the grooved pulleys and the drive is therefore noiseless. The steel chain construction makes the belt absolutely flexible even when running over a pulley of small diameter and it eliminates elongation due to stretch which has been experienced with other types of belt drive.

By means of our Adjustable Pulley the Chain Belt may be given the exact tension required without the use of an idler pulley and without any provision for an adjustment between the centers of the pulleys. The flanges of the pulley are brought together to tighten the chain or separated to loosen same and the adjustable flange is locked in position by the binding screw shown in cut.

The Whitney Mfg. Co.

HARTFORD, CONNECTICUT

Why

have so many jobbers placed their contracts with us for 1909?

Because

we give them full protection as well as high grade goods at fair prices.

Why

are the manufacturers equipping their 1909 line with our accessories?

Because

the Ideal goods are the standard of shape and quality.

The Ideal line is ORIGINAL and does NOT require OTHERS' "SHAPES" and "PATTERNS" to sell it.

The buyer receives what he orders.

Our treatment is as liberal as possible.

Our equipment for, and attention to special goods is more extensive than any other.

WE ARE NOT COMPETITORS OF EITHER THE MANUFACTURER OR THE JOBBER.

MR. DEALER: **WHY sell "PUNK" or "JUNK"? Insist on IDEAL lines. Prices are right. Ask your jobber or write for catalogue.**

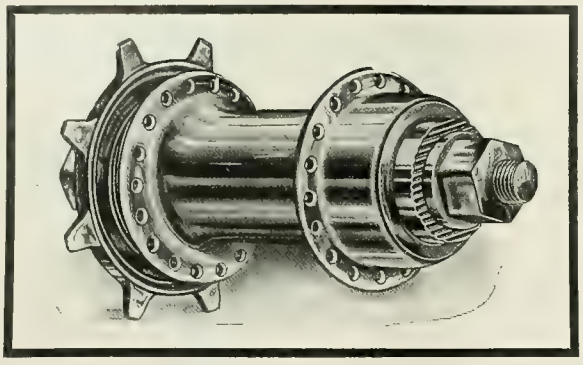
IDEAL PLATING COMPANY, Inc.

Marlboro Massachusetts

Manufacturers OF BARS AND STEMS FOR BICYCLES AND MOTORCYCLES

THE BEST RECOMMENDATION

that any article can have is that others try to imitate it.
Accept no substitute for



The Musselman Coaster Brake

for it is the original "Armless Wonder" and has points of superiority that can never be equalled or imitated.

Thoroughly tried and tested. Has given reliable service to thousands of satisfied riders. Avoid imitations and experiments. Sell the Best. Write for free descriptive pamphlet.

FOR SALE BY ALL LEADING JOBBERS.

THE MIAMI CYCLE & MFG. CO., MIDDLETOWN, OHIO

LICENSED COASTER BRAKE MANUFACTURERS.

Hudson Hudson

1909

HUDSON BICYCLES

EQUIPPED WITH

The Celebrated D & J Crank Hangers

ARE NOW READY

The new home of the Hudson line means better facilities, better quality, better service. Agents wanted everywhere. Write for prices and free descriptive catalogue.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

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Hudson Hudson

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVIII New York, U S A. Saturday, October 31, 1908 No. 6

POPE REORGANIZATION IN SIGHT

Court Hearing on Acceptance of Plan Set for Nov. 10—Creditors Delay Application for Final Dividend.

It is extremely probable that before the month of November is very far advanced, the reorganization of the Pope Mfg. Co. will have been completed and the receivership terminated.

The proceedings to that end appear so satisfactory that the creditors' committee have issued a statement giving as their opinion that it is unnecessary to apply to the courts for payment of the fourth and final dividend of 25 per cent., since the completion of the reorganization will carry with it payment in full of all claims with interest. The matter will be definitely settled on November 10th, the Chancery Court in Newark, N. J., having issued an order, returnable on that date, requiring the stockholders and the holders of voting trust certificates to show cause why the offer and plan of the reorganization committee should not be accepted.

As only the holders of the first and second preferred stock will participate in the exchange for new shares, and as there already has been deposited with the trustees over 95 per cent. of the first preferred, and approximately 90 per cent. of the second preferred, that the reorganization plan will be approved goes almost without saying. The stockholders themselves have subscribed for a large part of the issue of $800,000 in notes which is to provide the ready cash for launching the reorganized company, the balance being taken by the underwriters for marketing when the deal is effected.

The total debts of the company were about $1,700,000, of which 75 per cent. has been paid out of profits of the past year and by the sale of properties not used by the company. It is said that negotiations are now in progress for the sale of three of the four unused plants owned by the company, and it is expected that $500,000 can be realized from their sale within a year. Of the $800,000 worth of notes provided for in the plan of reorganization, enough money already has been realized from the sale of property to pay a part and it is hoped that, by the further sales, the whole issue can be paid without calling upon the profits of the concern when again running under its own organization.

The management of the company under the receivers during the past year has been most successful and the profits of the Hartford and Westfield plants have been over $400,000 and even better results looked for in the increasing prosperity of next year. It is planned to put out about 750 cars of the 1909 model and perhaps 50,000 bicycles, the entire output of cars having been taken up, as near as a manufacturer can ever reckon on the sale of his year's output.

Rich Buys Goodrich's Ideal Interests.

Paul N. Goodrich, general manager of the Ideal Plating Co., makers of the Ideal and Acme handle bars and saddle posts, this week disposed of his interests to George W. Rich, who served his apprenticeship with the company and who for years has been it superintendant. It goes without saying, therefore, that Rich "knows his book" thoroughly. Goodrich relinquished his post with the concern well established in its new plant at Marlboro, Mass., and with more business on hand than ever before in its history. An even more aggressive policy will be followed, "and we shall become a still larger factor in this business," is the way Treasurer Hitchcock resolutely expresses it.

Hall Leaves the Badger Brass.

Charles M. Hall, who for several years has represented the Badger Brass Mfg. Co., of Kenosha, Wis., on the road, has parted company with that concern. He is to become general sales manager of the American Lamp Co., of Detroit, Mich., which, however, is not engaged in the manufacture of bicycle lamps.

STRIKES AT THE PRICECUTTING EVIL

Dunlop Adopts a Stringent Selling System —Full Text of Contract Under Which Dealers are Supplied.

In their strenuous effort to suppress the price cutter, who has played hob with the business of the legitimate jobber and dealer, the Dunlop Pneumatic Tire Co. finally have adopted a selling system quite similar to that employed by the manufacturers of the Bissell carpet sweeper.

The essence of the system is a contract which binds all who may sell or re-sell the tires to maintain the list price, failure to do so constituting a patent infringement. Although the patent on the Dunlop tire itself expired long since, the company still is able to bring infringement proceedings because of the employment of the Doughty patented process—an American invention, by the way—in the manufacture of its products.

Heretofore the Dunlop company's efforts to reach the price cutters largely have been defeated because of the inability to trace the sources of supply, but high hopes are entertained that the new system will overcome this difficulty and lead to a healthier tone of business which will carry with it a living profit for the legitimate jobber and dealer. The full text of the contract or conditions of sale which is expected to achieve this wholesome result is as follows:

Conditions of Sale.

1. These tires are manufactured in accordance with and under the protection of the following letters patent or some of them No. 10,089 of 1896, No. 19,817 of 1896, No. 9,167 of 1900, No. 989 of 1899, No 5,470 of 1898, and No. 6,466 of 1899, and must not be sold whether wholesale or retail, and whether by the Licensees Agents, Factors, Dealers or Retailers except in strict accordance with the prices in the Dunlop and Clipper price lists current at the time of sale.

2. No resale of these tires, or any of them, must be made by any purchaser of

the same except in strict accordance with the prices mentioned in the said price lists for such resales.

3. Every purchaser of these tires or any of them from the licensees shall at the discretion of the licensees either enter into a written agreement with the licensees undertaking that he will strictly observe all and each of these conditions of sale or be given efficient notice of said conditions and any breach by the purchaser of such agreement or any neglect or non-observance of such notice as the case may be shall deprive the said purchaser of any license actual or implied to sell or use the said tires, and any sale or use by the said purchaser or by any person into whose hands the said tires may come in contravention of these conditions shall be an unlicensed sale or use and constitute an infringement of the said letters patent or some of them.

4. Every vendor of these tires or any of them, whether he shall have purchased the same from the licensees or from any other source shall before selling the said tires or any of them, inform each and every intending purchaser that the said tires are sold subject to the condition that the prices in the Dunlop and Clipper price lists then current and these conditions of sale are strictly observed, and that any breach or non-observance of the said conditions by him the vendor or by the said purchaser will constitute an infringement of the said letters patent or some of them.

5. These tires are marked with certain identification marks, which must not be altered, erased, removed, obliterated or tampered with in any way whatsoever by any purchaser or other person into whose hands the said tires or any of them may come and the sale or use of any of the said tires upon which the said marks have been altered, erased, removed, obliterated or tampered with in any way whatsoever, will be an unlicensed sale or use, and constitute an infringement of the said letters patent or some of them.

Harley-Davidson Holds "House-Warming."

The new two-story brick addition to the Harley-Davidson Motor Co.'s factory in Milwaukee, which just has been completed, was "warmed" on Saturday night last. The "housewarming" took the form of a reception and dance at which more than 200 persons were present. The addition, in which the machinery is being installed, is larger than the old plant and will permit more than a doubling of the company's output.

Emblem Adds a Special Model.

The Emblem Mfg. Co., Angola, N. Y., have added an Emblem Special to their line. It will be formed of ⅞-inch heavy gauge tubing, with outside joints and options will be offered of standard or truss frames, 26 or 28 inch front wheel and straight or curved forks. Racing hubs, Diamond E spokes and roller chain will be included in its make-up. The new model will list at $50.

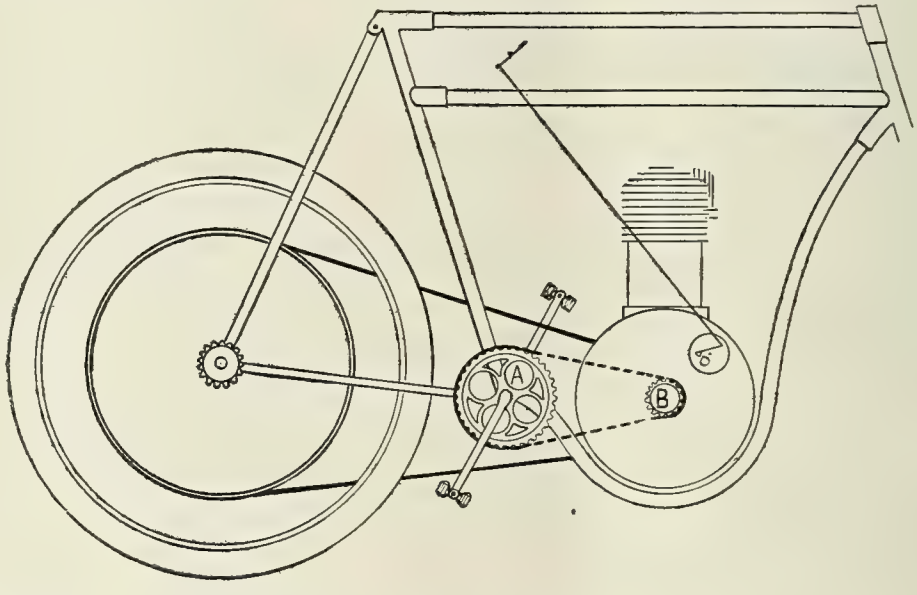
Germany's Motorcycle Exports Decline.

For the eight months ending with August Germany's exportation of motorcycles dropped from 1,950 cwt. to 1,279 cwt., the loss being equivalent to about $97,000. During the same period, the German imports declined from 292 machines to 251. Great Britain is Germany's market.

FOR STARTING WITHOUT A STAND

Wehman Evolves a Free Engine Arrangement to Effect the Result—How It May be Applied.

Since the removal of his office to Brooklyn, where the rubber plants grow, H. J. Wehman, secretary of the F. A. M., has had more room in which to give play to his mechanical bent. The first result of it is shown by the accompanying illustration—a Curtiss engine fitted with a two-speed gear, and which may be started from a standstill by a push of the pedals, or by using a pedal as hand cranks, Wehman's idea being to render unnecessary the "unlimbering" of a stand, or pedaling against the weight of the entire machine.



To effect this result it is necessary to dispense with the pedaling chain and to lengthen the engine shaft sufficient to permit of its being fitted with a sprocket. Instead of gearing the engine to the rear wheel, it is geared by a short chain from the engine sprocket (B) to the sprocket (A) on the crank hanger. By this means, pedaling starts only the motor and not the rear wheel; to start the machine it is necessary to throw in the low gear, the idea, of course, being applicable only to engines employing clutches or twospeed gears.

Structural Remedy for Sideslip.

In Great Britain, where sideslip is a bugaboo of which they dream, a civil engineer has arisen to let the world know that after trying stiff frames, rough tires, low saddle position, etc., with minimum results, if the head of the machine had much rake, he accidentally discovered that with a machine having an almost vertical steering head, "it was a practical impossibility to make the machine slip," no matter how treacherous the "grease." The discovery led him to experiment with more than 20 bicycles and motorcycles "with the invariable result that the nearer the steering pillar was to the vertical the less the tendency to sideslip." Consequently, he thinks there is "money in it" for the manufacturers who bring out machines embodying his idea, which, he regrets to say, is not patentable.

When the Motorcycle Squeaks for Oil.

One of the most vexatious squeaks that occurs in a motorcycle occasionally develops in the commutator where it rarely is suspected. The noise has caused many men to have visions of and to seek for frozen bearings, seized pistons, etc., when a drop of oil on the cam will cause it to disappear. When an annoying squeak develops, lift the platinum contact spring so that the revolving cam will not touch it and if the noise ceases, it will be evidence that oil is needed at that point.

Supply of Lock Washers Useful.

Whenever it is desired to prevent nuts and screws on mudguards, battery clips, etc., from working loose or falling off, a small investment in lock washers will pay large returns. They cost but a trifle and may be purchased at any well regulated hardware store. Bicycle and motorcycle dealers do not stock or use them, though they might do so with considerable advantage to all concerned.

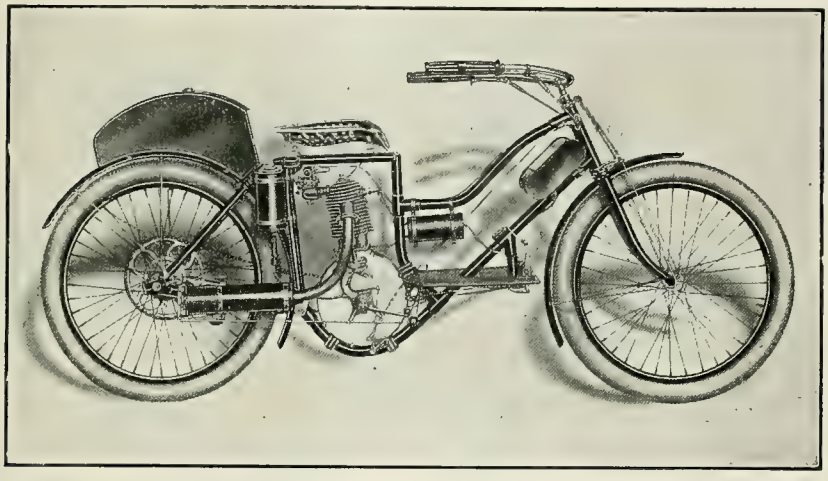
Against Overstraining the Nuts.

When bolting separate parts together it is advisable to bring as little strain upon the nut as possible. If the bolt stick in the hole it should be drawn down by hammering the head, and if the parts do not come together easily it is better to clamp them temporarily than to overwork the nut. The danger lies in the tendency to stripping the thread.

NEW ERA HAS NOVEL FEATURES

Departures in Frame Design and Saddle Position—Free Engine with Provision for Hand Cranking.

By far the most novel motor bicycle that has made its appearance during recent years, is about ready for marketing by the New Era Gas Engine Co., Dayton, Ohio. It is the invention of E. L. Le Fevre, and is shown by the accompanying illustration, and the fact that it is being manufactured by a large and important concern will serve to entitle it to immediate recognition.



THE NEW ERA MOTOR BICYCLE

Apart from the novel frame design and saddle position, the New Era motorcycle is characterized by absence of pedals and by a two-speed gear and free engine, the 3½ horsepower motor being started with a hand crank. Chain transmission, direct from engine to rear wheel on the high gear is employed. Incidentally the transmission on the New Era is connected by two levers placed on the footboard and operated by the feet. The brake is also operated by the feet by means of a lever placed on the footboard, and placed on this same footboard there is a button in close proximity to the rider's heel, which will cut out the muffler.

Grip control is employed, the right grip governing the spark and the left one the throttle.

Instead of the conventional saddle, the New Era is fitted with an anatomical form seat. It is made of sheet steel pressed into shape, and has a comfortable cushion. The seat is supported by three coiled springs to take up the heavier shocks, which the 2½ inch tires fail to absorb, and the form seat is located on the frame between the two wheels, and with a wheel base of 60 inches, luxurious riding is claimed to be achieved.

Bicycle that Suggests Jacob's Coat.

Andrew M. Chase, the Racycle agent at New Bedford, Mass., has a bicycle that he considers holds the record for evolutions without having changed one of its original components.

"In the spring of 1899 I bought my first Racycle," he says. "After riding it three years I broke the forks. Next year I broke the frame and got a new one. Then I smashed the front wheel, and later the handle bars. Afterwards I took out the rear wheel and put in a coaster brake. The seat post became rusty and I substituted a new one, as well as a new saddle. There was nothing left of the original machine but the cranks, hanger and bearings and these, after being ridden 40,000 miles in nine years, were as good as new; in fact, the wear on them scarcely could be seen. After using that machine for nine years, I sold it for $18, bought it back this spring for $10, and sold it again for $14. It is still in use, and like the famous "One Hoss Shay," it may run till it goes to pieces all at once.

Pierce Reports Big Demand for "Four."

"We have been very agreeably surprised by the keen interest displayed in our four cylinder motor bicycle and by the demand that has resulted," is the report that comes from the Pierce Cycle Co., of Buffalo, N. Y. "Although we have not canvassed the trade to any great extent," they add, "we already have alloted about three-fourths of our entire motorcycle production for 1909. The publicity which the Bicycling World has given us has done us much good."

How to Remove a Spray Plug.

By cutting two slots, with a fine hacksaw, in the top of the spray plugs of some carburetters, the plug readily may be removed with a screw driver. This obviates the necessity of disturbing the carburetter proper or the piping as is the case when a wrench is used.

British Dealer's Bait for Business.

Enterprise often takes queer turns. In the north of England, for instance, a bicycle dealer offers as a bait for business a 50 miles ride in an automobile to all purchasers of bicycles exceeding a value of $25.

LESSONS IN TREATING CUSTOMERS

Benefits to be Derived from "Putting Yourself in His Place"—Value of Personal Contact with Buyers.

Perhaps the best way for the proprietor or a retail salesman to decide on how to treat his customers is to take an occasional shopping tour to other retail stores and take careful notice of the treatment accorded him in each store and then notice the effect it has upon him, suggests Hardware.

The retailer who is content to leave the treatment of customers entirely to his clerks is not going to make headway very fast.

When a prospective customer comes into your store, who has just been treated in a careless and indifferent manner in a competitor's store, and you or your clerks greet him with a pleasant smile and approach him in a manner that will make him feel that you appreciate his trade and are anxious to show him anything he is interested in, you will generally succeed in making a sale, as well as a permanent and pleased customer.

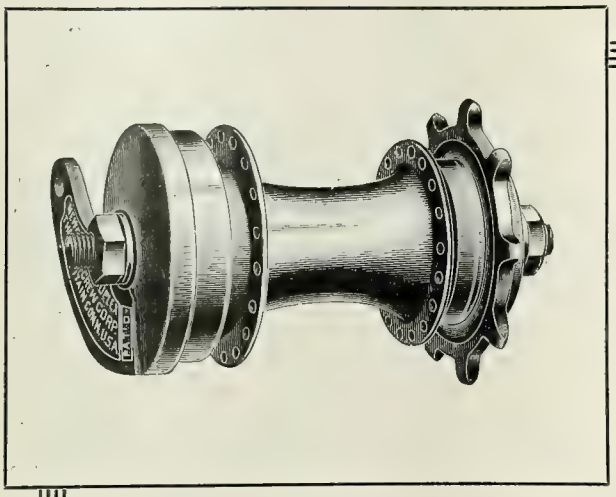
It is well to remember that in some stores and perhaps at your own counter there are some salesmen who are inclined to be "chesty" at times. If, therefore, you can establish a reputation for running a store whose clerks are always courteous and obliging, you have a decided advantage over your competitor who is not so favorably stiuated.

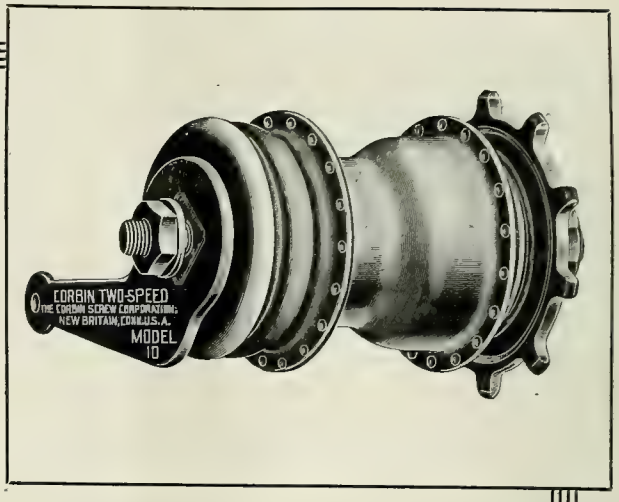
Don't, if you can help it, ever let a dissatisfied customer get by you in your store, no matter how small or insignificant the complaint may be and most usually proves; for in every neglected customer there is a chance of a serious error occurring or a decided advantage neglected.

Personal contact with your customers pays and pays big. In handling complaints, it is well to remember that your customer may be right, and an honest investigation should be made to establish whether that be the case or not. If it is, there is nothing to do but make good, but do it cheerfully. If not, a frank talk, giving good reasons why the goods are not at fault, will usually convince a fair-minded man that his complaint is without foundation.

Japan to Produce More Rubber Tires.

American Vice-Consul Gassett, at Kobe, reports the formation in that place of a new rubber company in which both Japanese and British capital is invested. The manager and most of the experts and machinery already have arrived from London. Rubber tires will be included in its productions. The vice-consul reports that a rubber tire company is being organized in Osaka also.





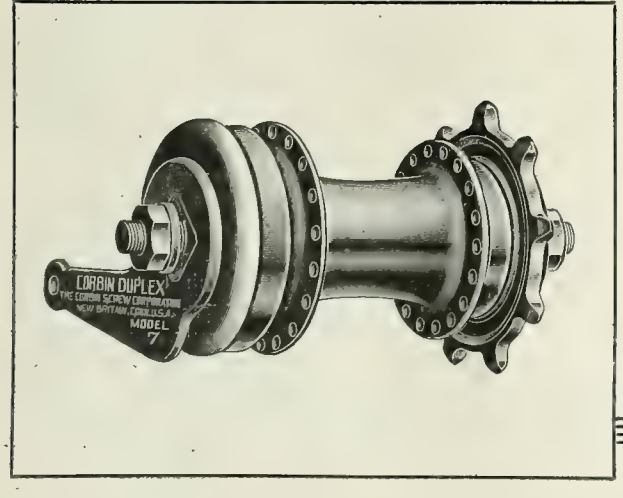
"A man is known by the company he keeps," and, to a very considerable extent, the quality and value of any article is known by the company that makes it.

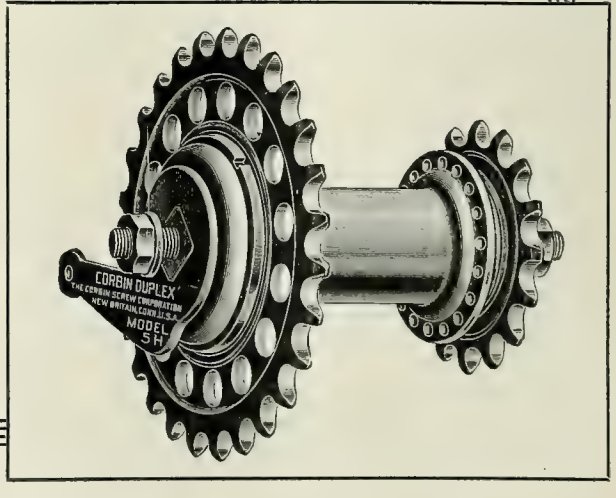
That is why the imprint

"Corbin Screw Corporation

NEW BRITAIN, CONN., U. S. A."

on a coaster brake is and always has been recognized as a safe, sure guide to the all-important truth that the coaster brake is all that it should be. The name Corbin never has been placed on an article of any other sort.





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FOUNDED 1877

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☞Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, OCTOBER 31, 1908.

"A sample copy of the Bicycling World and Motorcycle Review 'did the business.' I've got to have it now. Enclosed is my check for $2."—Alfred T. Mason, Pittsfield, Mass.

The Debasement of Amateurism.

If one-half of what is said of the leading amateurs who this season have been competing with regularity at the several tracks is true—and there is every reason for believing that it is true—cycling amateurism has reached such a malodorous stage that there is sore need of vigorous and liberal application of a strong disinfectant.

It is pretty well known that at Salt Lake City, at Clifton, N. J., and at the Madison Square Garden meets in New York City, no amateur who desired cash had any trouble in getting it; and, according to reports, a very large majority of them desired and regularly obtained it. At the Newark Velodrome, the coin was not so readily obtainable, but that it was circumspectly paid to certain alleged amateurs, at least, there is small reason to doubt.

At Clifton, where Tom Eck presided as paymaster, the practice became so open and so general that the N. C. A. no longer could remain blind to the offenses. As a result, ten of the shamateurs tardily were placed where they belong—in the professional class. Since they were "turned," some of them have been grumbling that others equally guilty were permitted to escape, but with that peculiar sense of honor and sportsmanship common to offending "amateurs" of this stripe, the grumblers will bring no testimony to bear against the objects of their criticism; and the N. C. A. appears willing to act only when offenders are "caught with the goods." Since the governing organization transferred those who were so caught, it is common report that the Clifton paymaster, or paymasters, have resorted to subterfuge, and instead of actually passing the cash to the riders they gave them "orders for merchandise," which, when presented to a convenient soda water dispensary, were exchanged for their face value in the coin of the realm, less the price of the soda water purchased.

According to reports from Salt Lake City "passing the cash" to amateurs has been about as flagrant and as general as at Clifton. So far as the Madison Square Garden races are concerned, everything indicates that the promoter himself, P. T. Powers, resolutely has refused to lend himself to the prostitution of amateurism, but the same indications are equally convincing that at least two of the men in his employ, and who dispense the money, have no such scruples and hand it out impartially to professionals and amateurs alike.

This condition of things should not be suffered to continue. The N. C. A. should take to the warpath and "go gunning" for the men who are making a mockery of one of its most important rules and one which is a cardinal rule of all sports. The desire to do injustice to none is comprehensible and admirable; but equally admirable will be a policy which seeks for evidence and which endeavors to do full justice to the men who live up to the rule and who are amateurs in fact as well as in name.

With amateurism possessed of a forbidding stench and with the suspected cesspools so clearly outlined, the N. C. A. profitably may follow the precedent set by the L. A. W., which, when the sport smelled as badly as at present, submitted certain specific questions to the amateurs who then were figuring prominently and required answers thereto under oath. The men who failed to reply satisfactorily, or who declined to answer or to furnish the required affidavits promptly were declared professionals; and they included practically every prominent amateur of that day. Although few were above evading the rules, not many were willing to become perjurers. It led to an organized rebellion on the part of the men affected, most of whom were being paid by manufacturers, and the big race promoters, whose pocketbooks were hard hit, but the rebellion did not frighten the L. A. W., and within two years it died a natural death. Practically all of those concerned with it since have admitted that the L. A. W. had done exactly the right thing in exactly the right way. The N. C. A. can well afford to go and do likewise. It will add immensely to its power and its repute and it will prove of mighty benefit to the sport. It will mean new blood for the professional class and new blood in the amateur ranks; for after the recent transferrals, two new men stepped into the amateur ranks for every one that was forced out.

Let us have a general house cleaning. It will prove wholesome in every department. And while the cleaning is going on, let not the promoters be overlooked. When they are granted franchises or sanctions, it entails the obligation that the rules shall be respected. The promoter who either directly or indirectly pays cash to amateurs knows full well that he violates the spirit of the sanction and the letter of the rules, and he should not be permitted to escape unscotched. The bribe giver is as bad as the bribe taker. Promoters must be made to understand that they are not licensed to make a mockery of the rules

There is no disgrace in competing for cash. The disgrace lies in accepting it under false pretense and while professing to the contrary, and when the sense of honor is so dulled that it cannot discern the disgrace, no prod is too sharp for the quickening of conscience. Amateurism, which implies love of sport for the sport's sake, is the real foundation of all sport. Every effort should be made to maintain or strengthen the foundation. It is up to the N. C. A. to do something of the sort. If a promoter like Tom Eck, who flouted the amateur rule and debased amateurism by openly "passing the money," were laid on the shelf for about a year for the commission of the offense, it would do as much for the health of amateur sport of all sorts as anything conceivable.

"The Bicycling World is all right—far beyond what I expected."—William Reed, Asotin, Wash.

CORRESPONDENCE

Registration Necessary for Open Races.

Editor of the Bicycling World:

Will you please tell me if it is compulsory to have a license to compete in amateur bicycle races, or whether membership in a good cycling club is sufficient?

JOHN MAHER, New York City.

¶For closed club events, no license is necessary. For open events, it is obligatory to obtain a registration certificate from the National Cycling Association. Copies of the rules may be had by addressing R. F. Kelsey, chairman, Box 41, Times Square Station, New York City.]

The Sort of Club He Desires.

Editor of the Bicycling World:

Will you kindly inform me of a good bicycle club where there is a gym connected, and where members have the use of home trainers at any time of the day, also which has a membership of active riders, who participate in road races and track races around New York. Membership dues no object, but I prefer a club located in the Bronx, but it is not essential. Being out of the game for some time, am a bit rusty, and wish to get back.

CHAS. M. ADAMS,
Bronx, New YorkCity.

[There is no club in New York that wholly will fill the bill. The Prospect Wheelmen, College avenue and 146th street, will come nearest to doing so.]

Motorcycle With Too Much Speed.

Editor of the Bicycling World:

It is not often, perhaps, that you have a complaint of too much speed with a motorcycle, but I honestly confess that as a regular thing I would like to go a trifle slower than I now am able to go.

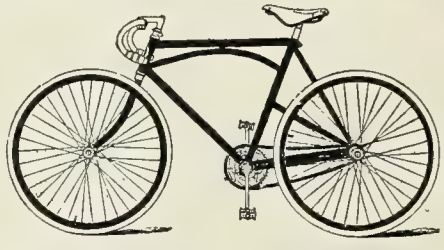
My mount is a machine with Thor motor and Hedstrom carburetter. At first I had quite some difficulty in getting it started, and after trying it for some weeks with very indifferent results, mostly exhausting and discouraging, I had it overhauled at one of our best shops, the proprietor of which assured me that he had given the carburetter thorough attention, and that now I would have no trouble getting started. To a considerable extent this has proved true, but the speed is such that there is nothing to the the machine but "get there"; and in the course of a straight run of three miles or so it heats up tremendously. I have a friend who suggests that the mixture for the slowest speed is now too rich, but by another adjustment of the carburetter it could be changed and the ordinary speed made slower. How is such adjustment effected?

VEE, Philadelphia.

[Difficulty in starting usually is caused by a low level of gasolene in the standpipe, but as that trouble appears to have been overcome, it is fairly plain that your excess of speed is due to a throttle that does not close as much as it was designed to close and that the overheating comes of the excess of gasolene in conjunction with too much air (which gives a fast mixture) and the retarded spark which you undoubtedly employ in the effort to go slower. If cutting down the air supply does not reduce the speed, look closely and see if the rods or levers operating the throttle are not bent or if they do slip almost imperceptibly. If not, the failure of the throttle to close to its fixed limit—the Hedstrom carburetter does not close tightly—must be due to internal wear and slackness. An inlet valve spring which is too stiff and therefore will not open readily at slow speed will cause difficulty or failure to start, and once started it will operate very quickly, but it should not cause overheating.]

France Produces a One-Sided Bicycle.

France has contributed not a few original notions to the world's fund of notions,



but few have had less to commend them than the bicycle shown by the accompanying illustration, which actually is being produced by a French manufacturer—in what quantities is not stated. The machine, as will be noticed, has but one front fork side, and similarly it has no rear stay or rear fork side on the left side. About the only apparent excuse for the existence of such a bicycle is the ease with which the wheels may be removed from the frame.

Court Defines Gasolene Storage.

In a verdict handed down by the Superior Court at Barnstable, Mass., on Saturday last, 24th inst., it was clearly established that a special license from local authroities to store gasolene is not necessary when the only gasolene on the premises is kept in the tank of a vehicle. The decision was reached in the case of Henry C. Lambert, of Haynnisport, and is of interest to Massachusetts motorcyclists who stable their own machines.

The case created no little commotion for Lambert had allowed as many as five motor cars, owned by summer residents, to be stored in his barn last July, despite the refusal of the selectmen to grant him a license. He was arrested in consequence, haled to court, from which he did not escape until he had been found guilty and fined $50. He appealed the case and continued to rent his barn for motor car storage in the same old way and the next month he was arrested again and fined $50 more on the same charge. Lambert went home and re-opened his barn for business once more and appealed the case for the second time—in this instance to the Superior Court.

When a jury was finally impaneled, Justice King took the case under advisement on this statement of facts agreed to by District Attorney James M. Swift and Attorney Ellsworth: That Lambert rented his barn for the storage of automobiles, five in number; that buildings were within 50 or 100 feet of said barn; that each machine was propelled by gasolene and had gasolene in the tanks of the car, sometimes as much as 20 gallons in a car; that no gasolene other than that in the tanks on the cars was kept in the building; that he had no license to keep or store gasolene on the premises. Much to the chagrin of the indignant villagers from the "Port," the court ordered the jury to bring in a verdict of "not guilty."

COMING EVENTS

November 2-7, Paterson, N. J.—Eight hours a day six days race in Fourth Regiment Armory.

November 3, New York City—F. A. M. one, three and five miles championships on Morris Park track.

November 6, Buffalo, N. Y.—Bicycle races in 65th Regiment armory.

November 16-21, Boston, Mass.—Ten hours a day six days race in Park Square Coliseum.

December 14-19, New York City.—Annual six days race in Madison Square Garden.

January 16-23, New York City—Motorcycle section, Association Licensed Automobile Manufacturers' show in Madison Square Garden.

February 6-13, Chicago, Ill.—Motorcycle section, National Association Automobile Manufacturers' show in Coliseum.

March 6-13, Boston, Mass.—Motorcycle section, Boston Automobile Dealers' Association's show in Mechanics Hall.

To Protect the Spare Valves.

Spare valves are apt to be thrown promiscuously in the tool kit with other tools and their continual shaking around in contact with the other contents is likely to injure them so that their usefulness is impaired, unless the seats are protected. A good way to protect them is to take an old inner tube that has outlived its usefulness and cut out two circular pieces about 2¼ inches in diameter, punch a hole large enough to admit the valve stem through one and push it up on the valve as far as it will go. Then lay the other piece of rubber on top of the valve and press the edges of both together and bind them together by passing a fine wire through them at intervals around the edge. So treated no damage will result.

KRAMER SLASHES AN OLD RECORD

He Clips 26⅕ Seconds from Figures for 25 Miles—Spectacular Finish in Gruelling Race at Newark.

Frank L. Kramer demonstrated that he can survive a long, hard race as well as a short sprint, when he won the 25 miles open professional event at the Newark Velodrome on Sunday last, 25th inst. Not only did the champion win the race, but he broke the world's record for the distance made by himself in Madison Square Garden more than seven years ago. The old record was 57 minutes 52⅘ seconds, and the race on Sunday last was ridden in 57:26⅗, thereby clipping 26⅕ seconds from the previous mark.

Without doubt the race was one of the cleanest and best that has been held on the Newark Velodrome this season, and although it lasted for 150 laps, the large crowd of spectators was kept interested from beginning to end. This was the only professional event on the program, but with $250 in prize money, $150 of it being represented in lap prizes, the field was not slow about gathering all it could.

Thirty-one riders started in the event and there were no less than seven attempts to steal laps. Samuelson, the Salt Lake City crack, made the first attempt in the third mile, when he gained a half lap on the field. Moran, however, sprang to the rescue, and with Walter Bardgett on, the pair overhauled the flying Mormon and kept on sprinting. After a couple of fast laps Bardgett slowed and Moran kept in front for a mile more, but finally dropped back into his place in the bunch.

In the sixth mile Gordon Walker, of Australia, jumped and led the field a fast pace for nearly two miles. Walker had no sooner been overhauled than Vanoni and Devonovitch, respectively, the Italian and Russian, took a notion to put a lap between themselves and the field. It was in the 14th mile that Vanoni jumped. He gained a short lead and then Devonovitch tacked on. The pair had gained a half lap when Devonovitch punctured and Vanoni was left to go alone. He increased the lead to three-quarters of a lap, but tired and "Whitey" Ashurst closed the gap in the 15th mile.

After the 19th mile Fred Hill and Saxon Williams tried to execute a quiet getaway and by alternate pacing they managed to open a gap of half a lap. They might have succeeded in placing the coveted lap between themselves and the field had not Moran, who said he only went into the race for a workout, again come to the rescue. The big Chelsean ground out a number of heartrending laps and then carried up the bunch to Samuelson, who had tried for the second time to get away. In the meantime Williams and Hill were passed and shaken off, but managed to catch up to the field again. Moran's hard riding was mainly responsible for the breaking of the world's record.

The finish was one of the most sensational and spectacular ever witnessed on the Newark track. Ten riders survived until the last mile and at the beginning of it Moran began to improve his position. At two laps to go he unwound a gruelling sprint and held it until the bell lap, when Fogler went to the front. The latter was riding to win for once in his life. He did not look around or "lay down" for his former employer, Kramer, but stuck to his work and set such a terrific pace that only Kramer, McFarland and the Bedell brothers were able to hang on, the order at the beginning of the last lap being Fogler, McFarland, Kramer, John Bedell, Menus Bedell, Krebs and Rupprecht. At the turn into the homestretch the flying Fogler still had a slight advantage, with McFarland on his rear wheel and John Bedell abreast the Californian. Then Kramer asserted himself. With a wonderful sprint he brought himself abreast the leaders at ten yards from the finish and in a magnificent jump he reached the tape a few inches in front of Fogler, with McFarland and John Bedell close up for third and fourth, respectively. Menus Bedell was fifth. It was a blood-stirring finish and the crowd gave Kramer a great ovation. He deserved it.

Both amateur races provided keen racing. In the mile handicap Michael Journay, of Nutley, had a handicap of 85 yards, and he made good this advantage by winning first prize from Clarence Carman, with William Lamphear a close third. Jacob Magin, of the National Turn Verein Wheelmen, and Alfred Halstead, of Sacramento, were the scratch men in the heats. The Californian won his heat, but was unplaced in the final, while Magin did not qualify

Magin, however, had better luck in the mile open, in which event he finished first, with Halstead a close second. Carmen rode another pretty race, but he was unable to finish better than third. Adam Beyerman rode well and was regarded as a likely winner, but he slackened pace on the back stretch of the final lap, and allowed Magin and Halstead to pass him. He was unable to overcome the advantage and finished fourth, with Ernest Jokus at his heels. The summaries:

Twenty-five miles open, professional—Won by Frank L. Kramer, East Orange; second, Joe Fogler, Brooklyn; third, Floyd A. McFarland, San Jose; fourth, John Bedell, Newark; fifth, Menus Bedell, Newark. Time, 57:26⅗ (world's record).

One mile handicap, amateur—Won by Michael Journay, Nutley (85); second, Clarence Carmen, Jamaica (90); third, W. Lamphear, Lakerim A. C. (130). Time, 2:06⅗.

One mile open, amateur—Won by Jacob Magin, National T. V. W.; second, Alfred Halstead, Sacramento, Cal.; third, Clarence Carmen, Jamaica; fourth, Adam Beyerman, Mohawk A. C.; fifth, Ernest Jokus, National T. V. W. Time, 2:24⅕.

HOME TRAINER SEASON AT HAND

Opening Contests Carded for Next Week at Lincoln Square Theater—Scenic Features to Give Realism.

Unexpectedly, the home-trainer season will be inaugurated next week at the Lincoln Square theater, at Sixty-sixth street and Broadway, New York City, when all the amateur roller champions who have a desire to bask in the limelight nightly will compete for prizes, thanks to the idea of Fred Schader, the versatile press agent of that vaudeville house.

R. J. Gledhill, W. E. Davis, their manager and paraphernalia arrived from Europe late last week and they were immediately gobbled up by the Wm. Morris Amusement Co., Inc., which controls a string of vaudeville houses throughout the country. The act consists of a home trainer race, differing from the ordinary kind, in that every feature of a track contest is reproduced. The riders mount ordinary rollers, but instead of being placed side by side, they face each other, the center of the apparatus being utilized by a miniature track, representing twenty laps to the mile.

This arrangement should afford the keenest excitement for instead of the relative positions of the competing riders being represented by hands on a dial, they are shown on the track, an ingenious system of gears, controlling miniature bicycles and riders on the track, so that every sensation of a track race is to be had.

Each night next week, beginning Monday, Gledhill and Davis will ride a match race after which the "simon pures" will be given a chance. Four riders will be selected each night, and the winners of the trial heats will have a chance to compete in the semi-finals and the final heat the latter part of the week. The grand final heat will be run on Saturday night next, and the prizes, which are hung up by the management, will be distributed to the lucky riders by Will R. Pitman, well known as the Irvington-Millburn referee. As there doubtless will be more applicants than there will be time for, as only four riders will be used each night, the first to send in their entries will receive first consideration. No entry fee is charged, and the contestants will have a chance to see a good show for nothing.

"Bob" Gledhill was a well known amateur in his day, and for years was said to be the "grass track champion" of England. At one time he was offered a good price to come to America and ride for the Overman Wheel Co., but he preferred to remain an amateur, and has held his amateur license card in the National Cyclists' Union, until he recently professionalized himself by appearing on the stage.

Little is known about Davis. He calls himself the "American roller track champion," but so far as his riding in this coun-

try is concerned Davis is an unknown. He is a native Welshman, but has resided in America.

One of the features of the Gledhill-Davis act is a motor paced race on home trainers, a novelty that is bound to be sensational. The motorcycle travels on a third set of rollers, its position in the race being represented on the small track, As the distance is never more than three miles the air-cooled motor does not overheat in the short time required.

San Joseans Climb Alum Hill.

Although open only to stock machines owned by residents of Santa Clara county, the hill climb promoted by the San Jose (Cal.) Motorcycle Club on Sunday last, 25th inst., was a success. The meet was held over a mile course on the Alum Rock road and more than a score of competitors essayed the ascent. Henry Brown, Indian, won the class for machines of 2¼ horsepower, in 1:49⅖, and Fridley, on a Thor, won in the class for machines up to and including machines of 3 horsepower. F. Henderson, Indian, made the best time in the class for singles above 3 horsepower, and Baumgardner, on a machine of the same make, won in the double category, coving the distance in 1:29⅘. The fastest time of the meet was made by Gus Chelini, on a single cylinder Thor. Chelini rode an exhibition, and covered the mile in 1:21⅗. The summaries:

Machines of 2¼ horsepower—Won by Henry Brown, Indian; 1:49⅖; second, E. Lawrence, R-S, 2:06⅗; third, Alling, Indian, 2:12; fourth, Snedeker, Racycle, 2:14.

Machines between 2¼ and 3 horsepower, inclusive—Won by Fridley, Thor, 1:48⅖; second, Holsburg, Thor, 1:52; third, Tooker, M-M; fourth, Smith, Thor, 1:53⅘.

Single cylinder machines over 3 horsepower—Won by F. Henderson, Indian, 1:35⅗; second, Warren, Indian, 1:40⅗; third, Jones, Excelsior, 1:46⅘.

Twin cylinder machines—Won by Baumgardner, Indian, 1:29⅘; second, L. Bulkeley, Thor, 1:37; third, P. Shaw, Indian, 1:42⅖.

Exhibition by Gus Chelini, Thor. Time, 1:21⅗.

Try-Outs at Morris Park Sunday.

The "rejuvenated" Morris Park track, near New York City, will be tried out with two closed races to-morrow afternoon, by members of the New York Motorcycle Club. Road machines only will be eligible, the events taking the form of a ten miles open for singles, and a 25 miles open for doubles.

Dayton Cards Its First Motorcycle Meet.

The Dayton (Ohio) Motorcycle Club which recently was organized and which has become affiliated with the Federation of American Motorcyclists, will hold its first race meet at the fair grounds track, Dayton, this afternoon. The meet is being held in conjunction with some automobile races.

BUTLER DEFEATS FAMOUS CRACKS

Breaks a Record in 100 Kilometers Race at Paris—Sensational Brush with Darragon—His Runaway Finish.

Nat Butler scored a brilliant victory at Paris on Sunday, 18th inst., when he won the 100 kilometers race at the Parc des Princes track, breaking the record behind motors without windshields. Butler covered the 62 miles in 1 hour 14 minutes 57⅗ seconds, and defeated Ryser, the world's champion; the until-then-invincible champion, Darragon; Contenet, Lapize, and Wills, the world's hour record holder.

There have been many good paced races in France this season but for excitement not one of them was in the class with the 100 kilometers race on the 18th inst. The result was in doubt until near the finish, and Butler received one of the greatest ovations of his life when he triumphed over the best pace followers in the world.

The pace was terrific from the very start. In the second lap Contenet got to the front, followed by Ryser, Darragon and Butler. This trio soon lapped Wills and a little later Lapize was tagged for a lap.

Darragon rode like a streak and Wills and Lapize were lapped for the second time shortly after 8 kilometers. Darragon led at 10 kilometers, with Contenet 220 yards behind, Ryser third by 300 yards and Butler fourth by 350 yards.

A four cornered fight between Darragon, Contenet, Ryser and Butler then ensued, and the American veteran drew applause when he passed Ryser and then attacked Contenet so fiercely that the Frenchman lost his pedals. At 30 kilometers Butler had advanced to within 200 yards of Darragon. Ryser was a lap and a half behind, and Contenet, on account of his mishap, had dropped 4 laps. Lapize and Wills, were respectively, 6 and 7 laps behind.

The duel between the French champion and the American was one that will long be remembered by the Parisian "fans." Darragon seemed to realize that if Butler passed him, the victory would go to the American, and he rode with all the ferocity that has in times past won for him world's championships, but Butler continued to advance and just before 40 kilometers, with 10,000 spectators on their feet and yelling themselves hoarse, the American passed. The duel had been so aggressive that the record was broken at this point, the distance of 40 kilometers being covered in 29 minutes 35 seconds.

At 50 kilometers (31 miles) Butler led Darragon by a half lap in 36:58⅘, with Ryser trailing by 2¾ laps. Contenet was five, Lapize eight and Wills ten laps behind Butler.

The second half of the race produced another great battle between Darragon, Contenet and Ryser. Contenet began his attack first upon Ryser and later was soon lapped. Ryser recovered, however, and sailing after Darragon, rode the former world's and present French champion off his feet. In the meantime Butler maintained his whirlwind speed and the finish saw him 2½ laps in front of Ryser, with Darragon in third position, five laps behind the American. Contenet finished 16 laps behind and was almost beaten for fourth place by Lapize. Wills was last, 24 laps behind Butler. The time, 1:14:57⅗, was stated a record for motors without windshields.

Another big surprise developed at the same meet when Emil Friol trounced Thorward Ellegaard, sprint champion of the world, in two straight heats in their match. The distance of each heat was 1,333 meters and the first went to Friol by a length and one-half. In the second the Frenchman also scored the jump on the Dane, but the finish was closer, Friol winning by the width of a wheel. The international scratch race was won by Devoissoux, and the course de primes, a lap race, went to Thuau.

It Is Secretary Frink, not Frank.

Los Angeles handwriting, it transpires, was responsible for the report that William Frank has been elected secretary of the Pacific District of the F. A. M., and that Frank was not a member of the organization. What looked like "William Frank" turns out to have been C. M. Frink, and Frink is very much a member of the F. A. M. According to late reports from the Coast, however, the meeting at which Frink and the other district officials were elected was a meeting of Los Angeles members only, no call for a general meeting of all members of the district having been issued, as required by the F. A. M. constitution and by laws In consequence, a few complaints from other parts of the State have arisen, the legality of the meeting and election being called into question.

Urges Preservation of Cycle Paths.

"If the motorcyclists of this State know a good thing when they see it," a few days since remarked J. C. Foley, the Indian agent on the other side of the Harlem river, in New York city, "they will do something to preserve the cycle paths that still are in existence and to restore those which have not gone wholly to ruin." During the past season, Foley toured from New York to Cleveland, a route which once was bordered with splendid cycle paths, and his observation was born of the fact.

France Has 2,000,000 Cycles in Use.

According to the French tax returns for 1907, the number of cycles in use in the republic during that year was slightly more than 2,000,000, as compared with 1,750,000 in 1906. The number of motorcycles, however, declined from 31,863 to 27,475. It is suggested that the increase in the number of bicycles may be due to the reduction in the annual tax from $1.20 to 60 cents.

GENELLA GETS THE LION'S SHARE

Makes Nearly Clean Sweep of Motorcycle Events at Washington—Denham Outclasses the Pedal Pushers.

W. B. Genella, riding a Merkel motor bicycle, swept almost clean the Brightwood track at Washington on Monday afternoon, 26th inst., at the bicycle and motorcycle meet promoted by the Bicycle and Motor Dealers' Association of the capitol city. There were five motorcycle events on the card and Genella won three firsts and got a third in another, a slight mishap putting him out of the twenty miles open for road machines. Denham outclassed the other riders in the bicycle races, winning both events in which he started.

The curtain-raiser was a mile open bicycle race for messenger boys, and half a dozen of Washington's "swiftest" moved faster than ever before in their lives. The finish was close, Sinnett winning by a narrow margin over Winsor and Warren.

With an Emblem bicycle, an oil lamp and a box of cigars as the magnets in the mile open bicycle race the going was fast from the crack of the gun in the first heat until Denham captured the bicycle. Frees won the first heat from Lynn, with Marshall also qualifying for the final heat. The second heat went to Denham, with Sinnett and Warren second and third, respectively. Denham got the final after a hard sprint against Sinnett and Warren, who crossed second and third.

Denham made a double killing in the five miles lap race, for besides winning the final sprint, he got the prize for leading the greatest number of laps. Miranda finished second and Warren third.

Genella started his clean-up in the five miles free-for-all, in which he had very easy picking, beating Samuel McPherson, also on a Merkel, by more than a minute. George Beall on a Thor was third. Bert Knight had a narrow escape when he ran into the fence while rounding a turn. He was slightly stunned and suffered with a bruised and badly wrenched leg, but notwithstanding his injuries, won a race later in the afternoon. A strange coincidence was that Knight rode the same machine which James Conway rode when he was killed at Burke's Station, Va., several weeks ago.

Genella made a runaway of the ten miles cylinder displacement handicap, and finished more than two minutes ahead of John Berryman on an Excelsior. G. Wells, on a Royal, was third. The two miles novelty race, in which the contestants were required to eat a five-cent pie and drink a bottle of ginger ale before proceeding on the second mile, went to Genella, with McPherson a close second. The obstacle race at three miles, before starting which the riders had to pump up tires that had been deflated, was won by McPherson, who finished a half minute in front of Beall. Genella got third.

Genella was expected to put up a good fight in the 20 miles open for road machines, minus mufflers, but a slight mishap eliminated him from the running in the first mile. Knight took the lead at the start, but was displaced by Berryman, who held the advantage for nine miles, but ran out of gasolene and had to retire. Knight let McPherson set the pace for nearly the remainder of the distance. In the last mile a good fight between Knight, McPherson and Wells developed, the order of finish being as named.

The summaries:

One mile open bicycle for messenger boys—Won by Sinnett; second, Winsor; third, Warren. Times, 3:55, 3:57 and 3:58.

One mile open, bicycle—First heat won by Frees; second, Lynn; third, Marshall. Time, 3:15. Second heat won by Denham; second, Sinnett; third, Warren. Time, 3:10. Final heat won by Denham; second, Sinnett; third, Warren. Time, 3:20.

Five miles free-for-all, motorcycle—Won by William B. Genella, Merkel; second, Samuel McPherson, Merkel; third, George Beall, Thor. Time, 7:18.

Ten miles cylinder displacement handicap—Won by W. B. Genella, Merkel; second, John Berryman, Excelsior; third, G. Wells, Royal. Time, 14:16.

Two miles novelty—Won by W. B. Genella, Merkel; second, McPherson, Merkel; third, J. Beall, Thor. Time, 3:57.

Three miles obstacle—Won by McPherson, Merkel; second, Beall, Thor; third, Genella, Merkel.

Twenty miles open for road machines, minus mufflers—Won by Bert Knight, R-S; second, McPherson, Merkel; third, Wells, Royal. Time, 31:58.

Five miles open bicycle—Won by Denham; second, Miranda; third, Warren. Time, 17:30. Lap prize won by Denham.

Kramer and Clarke in Team Match.

What should end at once and for all time the discussion as to the relative merits of Frank L. Kramer and A. J. Clarke, is the team match that has been carded as the piece de resistance at the Newark Velodrome meet to-morrow afternoon (Sunday). The meet, by the way, will mark the close of a successful season. While Kramer has shown himself Clarke's master as a tactician there have been some who have maintained that the little Australian is the faster and that if, like Kramer, he had a teammate to help him, he would have made the champion look foolish several times. McFarland himself has said so, although he has been on the "outs" with Clarke since the Salt Lake City season closed. A truce has been made between them, however, and to-morrow Kramer and Fogler will meet McFarland and Clarke in a special match race, in which teaming will be authorized.

With able assistance from McFarland, Clarke will have no excuse if he should be beaten by Kramer

OPENING CARD OF WINTER SEASON

Cracks to Meet in Sprint Events at Paterson To-night—Curtain Raiser for "Little Six Days Race."

The indoor winter season will be ushered in tonight at the Fourth Regiment armory, Paterson, N. J., with an attractive card of sprint events, in which the fastest flyers in this part of the country will compete. The meet will serve as the curtain raiser to the "little six days race" that will hold forth nightly on the same saucer all next week, November 1st to 7th, inclusive.

The Paterson venture of Prince & Eck should prove more profitable than their recent double dose of failure at Trenton. The Clifton Stadium, situated midway between Paterson and Passaic, which, by the way, closed two weeks ago, proved a very profitable investment, as unusually large crowds showed their liking for the sport by attending the meets throughout the summer.

This fact led Prince & Eck, and their associates, to believe that an indoor track in Paterson will prove just as profitable, and an arrangement was reached with the regimental officials whereby the ten lap saucer is now a reality. The riders are hoping that the judgment of Prince & Eck will prove correct, as meal tickets have been hard to secure within the last few weeks, and it is an open secret that those riders who participateu in the Trenton meets did not make more than sufficient to pay for damaged tires and bicycles.

The meet to-night will bring all the cracks together, including Kramer, Clarke, McFarland, Fogler, Root, De Mara, Hollister, Rupprecht and others, and a majority of these will take part in the six days' race next week. It will last two hours each night, except Saturday, the concluding day, when the riders will be on the track eight hours. Amateur events and paced exhibitions will fill in the card each evening.

The complete list of teams has not been announced, but it is known that there will be eleven and the known combinations are E. F. Root and N. M. Anderson, W. E. Samuelson and Charles Vanoni, Floyd McFarland and James F. Moran, A. J. "Rocket" Clarke and Joe Fogler, Walter A. Bardgett and W. L. Mitten, F. Hill and G. Cameron, and W. De Mara and S. H. Hollister.

Gustafson Under Six Months' Suspension.

Charles Gustafson, Jr., the Springfield (Mass.) motorcycle crack, has been suspended for six months by Chairman Morton of the F. A. M. competition committee. Gustafson competed in an unsanctioned contest after having been warned for a previous offense of the same nature. His suspension renders him ineligible for the F. A. M. championships at Morris Park, New York, on Tuesday next, for which he was a likely candidate.



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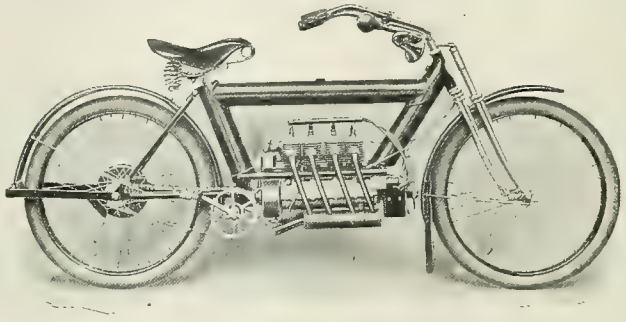
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LOG BOOK FOR MOTORCYCLISTS

Secretary Wehman's 1909 Answer to "What-Do-I-Get-for-My-Dollar" Questions—Trip Records for a Year.

In seeking to answer that old familiar What-do-I-get-for-my-dollar question so often asked by those who measure the benefits of membership by what actually is put into their hands, the Federation of American Motorcyclists each year has issued a work of some sort that serves as a very tangible reply to the query. Following up this policy, Secretary Wehman has well under way what not inaptly may be styled the answer for 1909. It will be styled the F. A. M. Log Book and will be issued gratuitously to all members before the opening of the new year. The character of the publication is best shown by the accompanying reproduction of the "trip sheets" of which the log book will be constituted.

Trip No. .....

From ..... to .....

Date .....

Towns Passed Through	Total Mileage	Miles Between Towns	Time of Day	Condition of Road
Start				
Totals				

Stops	Cause	Duration

Expenses					
Gasolene		Repairs		Punctures	
Lubricating Oil		Meals		Miscellaneous	
Hotel		Storage		Total	

Incidents

Weather

Signal System for Deaf Cyclists.

For his own protection, an English cyclist, who is deaf, has devised a "signal system" wherewith he hopes to make safer the going of others similarly afflicted. It consists of a pair of red and white semicircular discs attached by clips to the rear forks of the bicycle. The C. T. C. Gazette considers it such a valuable safeguard for cyclists who are unable to hear horns or other warning signals that it hopes "the automobile clubs and motorists generally will recognize these discs by showing special consideration to the riders of machines bearing them."

WILLIAMSON THE BIG SURPRISE

Oakland Wheelmen's Crack Captures Three Championships at San Francisco—His Club Wins Inter-Club Relay.

Richard Williamson, of the Oakland Wheelmen, was the bright star of the western championship meet held at the Stadium, San Francisco, on Sunday, 18th inst.; through his brilliant efforts the Oakland Wheelmen carried off every event on the program.

Williamson proved the big surprise of the day for it was expected that Percy Lawrence, who made such a good record at Salt Lake City this season, would easily prove himself cock-o'-the-walk. L. Thomas, another prodigal from Zion, also was expected to "do things," but failed.

The Oakland Wheelmen's crack showed real grit in the five miles race. After puncturing at the start he dismounted, got another wheel, caught up with the bunch and in a spirited sprint beat M. Bruzzonne by a length.

Waterbury and Nelson gave Williamson a good fight in the three miles championship, but neither was able to outsprint the fast Oaklander. The mile championship was the most exciting event of the day, Williamson defeating Lawrence and Waterbury in the order named.

The team race was an interesting event. Six riders composed each team and each rode two miles, making the entire race 12 miles in length. Every rider was compelled to sprint twice on each lap, and points were awarded five, three and one for the first, second and third in each sprint. The Oakland Wheelmen carried off the honors with a total of 87 points, as against 75 for the Golden City team, 67 for the Central City Wheelmen, and 51 for the Bay City Wheelmen, and 30 for the Berkeley Wheelmen. The summaries:

One mile championship—First heat won by C. Nelson, Oakland; second, P. Quevillon, Central City; third, Percy Lawrence, Bay City. Time, 2:38. Second heat won by A. Waterbury, Golden City; second, Richard Williamson, Oakland; third, R. Schaddt, Central City. Time, 3:31⅕. Final heat won by Williamson; second, Lawrence; third, Waterbury. Time, 3:16⅕.

Three miles championship—Won by Richard Williamson, Oakland; second, H. Waterbury, Golden City; third, C. Nelson, Oakland. Time, 7:25⅕.

Five miles championship—Won by R. Williamson, Oakland; second, M. Bruzzonne, Oakland; third, Jerry Coughlan, Golden Gate. Time, 17:00⅖.

Twelve miles inter-club relay—Won by Oakland Wheelmen, 87 points; second, Golden City Wheelmen, 77 points; third, Central City Wheelmen, 67 points; fourth, Bay City Wheelmen, 51 points; fifth, Berkeley Wheelmen, 34 points.

FLYING SQUADRON ON CUP COURSE

Motorcycle Couriers at Vanderbilt Race Keep All Points in Touch—The Men and Their Arduous Duties.

As usual, valuable service was rendered by the motorcycle couriers at the Vanderbilt Cup race held on Long Island October 24th. A picked party of experienced men mounted on high powered machines was chosen for this duty. It was the office of these men to patrol the race course between the telephone stations, ten of which were scattered throughout the length of the course. If there was an accident the motorcycle courier on whose beat the accident occurred gathered full information and hastened to the nearest telephone station connected with the grand stand. The motorcycle couriers also reported details in the case of any stoppage of the racing cars upon the course and at the same time kept a sharp lookout to see that the rules of the race were complied with. For instance, one of the rules required that no work was to be done upon the racing cars except by either the driver or his mechanic and the motorcyclists were instructed to enforce this rule. Furthermore the couriers saw to it that the flagmen performed their duties and that they were properly spaced. At the grand stand three special couriers held themselves in readiness to perform any duty allotted to them.

One of the duties of the couriers at the main grand stand was to help the more or less amusing deputy sheriffs and Irish Volunteers to keep the immense crowd from pressing too closely upon the motor parkway. Early in the race the chief officials saw that the best way to accomplish this purpose was to keep the motorcycles running at a high speed back and forth for a mile on either side of the main grand stand. The motorcyclists were instructed to drive their machines at full speed within two feet from the edge of the parkway and in this way prevent the crowd from encroaching upon the path of the racing motor cars. Experience proves that the motorcyclists were able to accomplish this purpose in every case where the deputy sheriff and Irish Volunteers were not able to do so unaided. It was evident that the crowd had little fear of either the sheriff or of the holiday soldiers with their guns, but they valued their own lives when they saw a motocyclist bearing down upon them at a speed of 40 or 50 miles per hour and quickly scurried out of the way.

The following men comprised the corps of motorcycle couriers: Glen H. Curtiss, Edward Buffum, Earle L. Ovington, H. K. Allen, F. W. Horenberger, George Cochrane, William Robinson, Leroy Cook, Henry J. Wehman, R. S. Morton, E. A. Shotwell, A. G. Chapple, J. F. McLaughlin, Dr. J. P. Thornley.

Earle L. Ovington, president of the Federation of American Motorcyclists and Secretary New York Motorcycle Club, served as courier in chief.

After the race, Chairman Thompson, of the Vanderbilt Cup Commission, in a letter conveying his "heartiest thanks" to Ovington added: " That your men deserve all credit for their untiring efforts to patrol the course, goes without saying, and I wish especially to mention the impression which was made by the superb and daring riding of your men and the splendid manner in which they conducted themselves as gentlemen and sportsmen. I trust that you will express my individual thanks to each of them, and extend my best appreciation to you."

Carter Cycles from Cape to Cairo.

The Soudan Times reports the completion of the perilous Cape to Cairo journey by a cyclist, a Capt. Carter, who, in November last, set out from Cape Town in an endeavor to ride to Japan. Many stirring adventures were experienced even before civilization was left behind at Salisbury. Entering Portuguese territory the natives became most hostile, but the rider passed safely into German East Africa, where the natives had never seen a cycle before; they called it "the white man's devil," and refused the rider food and accommodation. From here Capt. Carter entered on the most dangerous portion of his journey, wild animals and flooded rivers being met with all along the route. Needless to add, he fully qualified as a "rough rider."

He experienced a bad fall, which damaged his machine and dislocated both wrists and his right shoulder After being patched up he proceeded to the Congo Free State, meeting with a hostile reception as he approached the gold miles of King Leopold. The Pigmies he encountered were friendly at first, but afterwards became hostile, and he was shot at, the arrows puncturing his tire and one wounding him in the leg. He lay for days with fever in a hut. The natives reporting up river that a sick white man was in the neighborhood, the British officers came to his assistance. He was again patched up at Gondokoro, and left for Khartoum on June 27, his cyclometer registering 10,398 miles. When he reached Cairo the instrument recorded 11,299 miles. This is the first occasion upon which a cyclist has traversed the heart of Africa alone.

"The country I traveled was terrible," says the doughty tourist in describing his experiences. "I had to travel on foot, and carry my cycle and load, for about 47 miles previous to my arrival at Gondokoro. The Sudan Governor, at Mongella, could not believe that any man would have the pluck to try to cycle where I have traveled."

Capt. Carter has given lectures on his travels at Cairo and Alexandria and the local papers deal with the matter at considerable length. The tour projected will be continued through Persia, India and China to Japan.

READY FOR THE CHAMPIONSHIPS

Thirteen Entries for F. A. M. Events at Morris Park on Election Day—Flying Machines Also Will be There.

Everything is in readiness for the F. A. M. 1908 Meet Club's championship races that will be held on the historic Morris Park track Tuesday afternoon next, November 3d. Although the entry list closed last night with only 13 riders, this field unquestionably will be augmented by several added starters, among them being Fred Huyck, the Chicago cyclone, who prominently emblazoned his name on the record books last week, and Glen H. Curtiss, of Hammondsport, N. Y., who also knows how to "go some," besides several others.

Three national championships will be decided—at one, five and ten miles, and besides these events there will be a three miles open for private owners on single cylinder machines, within 30½ cubic inches piston displacement without auxiliary ports, and a five miles open to all save the placed men in the championships.

The entries for the championship events are A. G. Chapple, 7 horsepower Indian; Stanley Kellogg, 7 Indian; A. J. Sicard, 3 Thor; Will Robinson, 5 Indian; Walter Goerke, 7 Indian; J. P. Bruyere, 7 Curtiss; Harold P. Shay, 6 N. S. U.; E. A. Shotwell, 7 N. S. U.; Fred Voelker, 6 N. S. U.; William Bewley, 7 R-S, and Grover Cleveland Davis, 6 Merkel.

With the best riders and fastest machines in the country to make the going, an afternoon's exciting sport may reasonably be expected. Not only will there be motorcycle racing, but the Aeronautic Society will hold its first exhibition and tournament of aeroplanes, quadruplanes and other sorts of flyoplanes, which are likely to perform almost any sort of "stunts." Several remarkable "freaks" will be tried and no one knows what they may do.

The smaller of the Morris Park tracks, which measures one mile and is known as the Withers course, will be used for the motorcycle races. It has been placed in good shape, and with the number of fast machines that have been entered fast going is assured.

To reach Morris Park by road the route follows Southern boulevard to Pelham Parkway, turning right at the east side of Zoological park to the track or continuing on the parkway to the right turn on Williamsbrudge road to Woomanston Inn, which adjoins the track on the east. The quickest way to reach the park by rail is to take the West Farms subway express to 177th street, and transferring to the Morris Park track surface cars. Another route is via the Second or Third avenue elevated to 155th street, and thence over the Harlem branch of the N. Y., N. H. & H. R. R. to Van Nest station.

GOERKE TOO, GETS SOME RECORDS

On Last Day of Detroit Campaign New Yorker Shares Honors with Huyck—The New Marks Established.

Although Fred Huyck was very nearly the whole show the first three days of the well planned four days' bout with Father Time on the fair grounds track at Detroit, Mich., Walter Goerke, of Brooklyn, N. Y., managed to squeeze in for some of the glory on Friday, the 23d inst., and last day of the record-shattering "matinee."

Goerke and Huyck shared honors, the first named breaking all world's records against time from two to eight miles, inclusive, while Huyck placed his name opposite the figures from eight to, and including, fifteen miles. The records were broken in two time trials, at 10 and 15 miles, respectively.

The ten miles record against time was the first to go, and Goerke cut a jolly slice of 13⅘ seconds from the mark set up the day before by Huyck in his whirlwind ride when he covered 61⅕ miles in 60 minutes. Huyck also started but his machine did not go as well as that ridden by Goerke. The Brooklyn rider failed to touch Huyck's mile record of 55⅖ seconds, but from that point on he picked the plums. Two miles were covered in 1:54, and the time for the succeeding miles were in order, 2:41⅕, 3:40⅘, 4:37⅗, 5:37, 6:35, 7:33⅗, 8:32⅕ and 9:29⅗.

Aftr this wholesale slashing of his records by Goerke, Huyck determined to have another go at them and so he and Goerke began a second trial. Both riders started like young Kansas cyclones and increased in velocity as they progressed. The first mile was covered in 56⅘ seconds, one-fifth of a second slower than Goerke had made in the previous trial. Huyck began to get in motion after the seventh mile and at nine miles he had beaten Goerke's time in the first trial by four-fifths of a second, covering the distance in 8:31⅖. The time for ten miles was 9:28⅖, or 1⅗ seconds better than Goerke's record, made a few minutes before.

The starters signaled Huyck to keep on going and try for the 15 miles record, and new world's figures were the result, the time by miles, from ten upward being as follows: 10:25⅘, 11:23, 12:21⅗, 13:19⅘ and 14:19⅗. The old record for 15 miles was 14:28⅕.

Following the onslaughts on the 10 and 15 miles records both Goerke and Huyck again attacked that tough customer, the standing start, but there was a strong wind at the time and after several futile attempts they gave it up in disgust. They were unable to get near the mark of 1:03⅗, set up by Huyck two days before.

As in all of their trials at Detroit, both Huyck and Goerke rode 7 horsepower Indians fitted with Morgan & Wright Bailey tread tires.

Following are the figures in both Goerke's and Huyck's trials:

Walter Goerke.

Miles.	Old Record.	Time.
1	0:55⅖	0:56⅗
2	1:54⅖	*1:54
3	2:51	*2:41⅕
4	3:47	*3:40⅘
5	4:43⅕	*4:37⅗
6	5:49⅖	*5:37
7	6:50⅖	*6:35
8	7:47⅘	*7:33⅗
9	8:45	8:32⅕
10	9:43⅖	9:29⅗

Fred Huyck.

1	0:55⅖	0:56⅘
2	1:54	1:54⅘
3	2:41⅕	2:51⅗
4	3:40⅘	3:48⅕
5	4:37⅗	4:45
6	5:37	5:40⅗
7	6:35	6:37⅕
8	7:33⅗	7:34
9	8:32⅕	*8:31⅖
10	9:29⅗	*9:28⅖
11	10:39⅕	*10:25⅘
12	11:36⅘	*11:23
13	12:34⅕	*12:21⅗
14	13:31⅗	*13:19⅘
15	14:28⅕	*14:19⅗

*World's record.

Winterstein Wins Bay City Handicap.

Riding with a handicap of six minutes, Fred Winterstein won the annual 20 miles handicap promoted by the Bay City Wheelmen, of San Francisco, on Sunday afternoon last, 25th inst. The course was between San Raphael and Blackpoint and Winterstein covered the distance in 51 minutes.

Winterstein's victory was somewhat of a surprise as it was thought that L. Thomas, riding from scratch, had the race clinched from the start. Thomas, however, got off the course and rode two miles out of his way before he discovered his mistake. Notwithstanding his misfortune, Thomas managed to finish third, only a half minute behind Winterstein. The first seven men finished as follows:

1	Fred Winterstein	6:00	51:00
2	E. Schuert	10:00	51:20
3	L. Thomas	scratch	58:30
4	H. Bolton	18:00	1:02:00
5	G. Webber	18:00	1:23:00
6	J. Curran	10:00	1:25:00
7	H. Sattler	10:00	1:28:00

Morton Makes More Motorcycle Pros.

Chairman Morton, of the F. A. M. competition committee, has transferred to the professional class all of the Johnstown and Gloversville riders who competed for cash at the Fulton County fair at Johnstown, N. Y., on Labor Day. Among the men affected are Fay Smith, A. B. Rhodes, Perry Claus, J. R. Vosburg, H. A. Arronset, W. Achat, F. Everson, Roy Simmons.

"The A B C of Electricity" will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c. Bicycling World Co., 154 Nassau St., New York City.

FROM MADISON SQUARE VIA PARIS

L'Auto Discloses Six Days Race Plans of "The Excellent Pat Powers"—Only Three Foreign Teams Engaged.

As usual, the first news concerning the foreign riders who will compete in New York's annual six days' race is reaching America via Paris. As Victor Breyer, who is closely connected with L'Auto, is Promotor Pat T. Powers's European agent, this is readily understood.

It will be a surprise to learn that "the excellent Pat" will have only three foreign teams in this year's race, but according to French sources this will be the case.

"The excellent Pat Powers has announced his intentions concerning the European riders who will dispute this year's six day race in Madison Square Garden," states L'Auto. "Contrary to general expectations and differing from former races, the celebrated American manager will content himself with three teams from the old continent.

"Those teams that have been engaged are:

"Dupre-Leon Georget.

"Brocco-Labrousse.

"Faber-Lafourcade.

"The two last named will go into the race with the intention of setting a terrific pace, in an effort to break the record of ten years' standing, made by the famous association of Miller and Waller.

"In the cablegram of Pat Powers it is not at all a question of Rutt, Stol, Vanderstuyft. The combination of Verlinden-Vanhouwaert has fallen into the sea. Regarding Rutt and Stol, the winners last year, it is not definitely decided whether they will ride again or not. Powers doesn't express any desire to call them.

"He preferred to enter into negotiations with, and has signed contracts with Root-Fogler, winners of three six day races; Anderson-McFarland and Clarke-Vanoni.

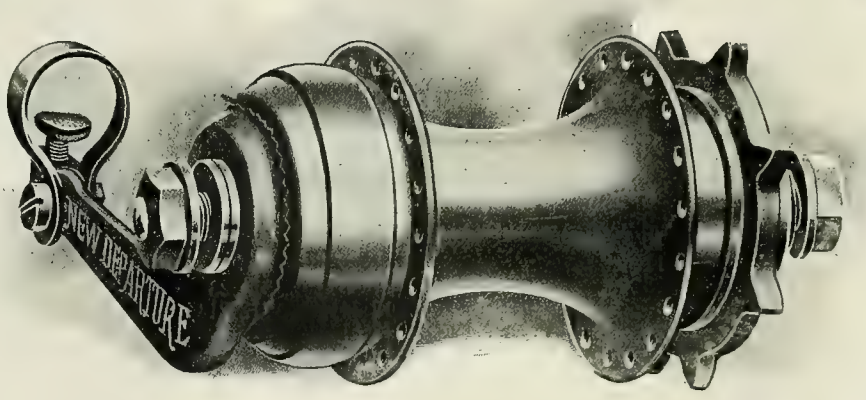
"We think, nevertheless, that Rutt and Stol, who are great favorites with the American public, may see things arranged before the departure of the Europeans for New York.

"In the meantime, the six days race is the chief topic of conversation in the quarter. Labrousse, in particular, is very much interested and is seeking advice from Gougoltz, Dupre and other riders who have in times past participated in the great Garden race.

"There is nothing new concerning Passerieu."

According to a British paper, at a race meeting in Brussels on October 11, amateurs and professionals competed together in amity, and apparently in absolute ignorance of the character of their offense. British motorcyclists, however, are doing the same thing right along.

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MAYER TALKS ABOUT AMERICA

German Champion in Paris Takes Humorous Fling at Frame-Ups—His Estimate of Crack Riders He Met.

Henri Mayer, the German sprint champion, who rode at Salt Lake City with great success this season, but who failed utterly to make a showing after he reached New York City, is back in Paris. Naturally, the big German told the Parisians all about America, and like those of other foreigners, his impressions are interesting.

In speaking of Mayer's return, L'Auto relates that the German came to America in search of the great big dollar signs he saw emblazoned on the programs of the Salt Lake, Vailsburg, Revere Beach and Madison Square Garden tracks, and that it was with much joy (sic) that the riders of a country noted for their sympathy for foreigners received the unexpected apparition of Mayer among them.

In his conversation Mayer expressed himself as disappointed with the country that has produced such great riders as Zimmerman, Taylor and Kramer.

"In America, as they race, I declare that it is impossible for an European to win a heat," said Mayer. "All the records for combinations are beaten, and every time I had a good chance to win a race I was switched from one side of the track to the other. When the judges asked me why I quit I told them I had stopped to see a friend on the left side or the right of the track, wherever I happened to stop.

"So far as concerns the crack Americans, Kramer is by far the best, and he 'is always there.' His most dangerous rivals are Clarke, the Australian, and McFarland. Fenn has disappeared. John Bedell rides a good race behind small motors; all the other men are second class riders.

"Clarke will be heard of. He has the stuff in him and is exceedingly fast, but though he knows how to place himself, Clarke has not two cents' worth of brain when it comes to tactics. Major Taylor and even Jacquelin could win on the American tracks, for they have the head and the legs.

"I had the head and the legs, only I beat the record for falls.

"Clarke will surely come to Paris this winter, and with him probably, will come McFarland, who has made himself a manager, and a young pace-follower, Samuelson. The last named has done wonders behind the small motors. I also think it will be a difficult task to beat Samuelson behind tandems, as he is a man of extraordinary speed."

The I. C. U. Puts Ban on Olympic Games.

The Union Velocipedique of France held its 28th annual congress in Paris last week, but beyond routine business nothing was accomplished. The financial report showed an increase in receipts, being nearly $1,200 ahead of 1907. Seventy-eight delegates, representing 145 clubs, were in attendance. Various reports were presented, one by M. Chollet, on the subject of the Olympic games, being of interest and chiefly because it remarked what was not generally known, i. e., that the International Cycling Union has placed its ban on those games, from which came such a bad smell after the last session in London

"We found a defective track, antiquated regulations, and a system of running the races that permitted all manner of combinations," observed M. Chollet. "I congratulate those who participated, and particularly the winners, for they needed, beyond their muscles, all their heart and all their head to triumph. The International Cyclists' Union has adopted a resolution that in future its affiliated associations shall take no part in the Olympic games. I salute the I. C. U. At the Stadium the sports resembled Barnum's show—one would have needed a hundred eyes to see all the events that were going on at the same time."

Berthet Breaks 50 Kilometers Record.

Leon Berthet again has developed the record breaking habit. Desiring to finish up the outdoor season with a performance that would be talked about, the young Frenchman tried for the 50 kilometers unpaced record against time at the Buffalo track, Paris, on Saturday, 17th inst. Berthet rode well from start to finish, and succeeded in covering the distance, 30 miles, in 1:15:13⅘. The old record, by Hardy, was 1:17:13⅕. Berthet did not, however, reduce his own record of 25 miles 1,958 yards for the hour, as he covered in that time 25 miles 993 yards. The performance was officially timed.

Petit-Breton Quits the Racing Game.

Petit-Breton, France's best road rider, and well known in America because of his prominence in six day races, has decided to give up racing and go into business, according to French advices. Breton has moved his family to Perigueux, near Paris, where he will act as agent for a well-known French bicycle. Simultaneously, comes the news that Paul Mazan, Petit-Breton's young brother, who recently won the amateur championship of France, has decided to turn professional and in that role he will endeavor to keep the House of Mazan in the public's mind.

Rain and Wind Spoil Century Run.

Because of rain the night before and threatening weather that day the Century Road Club Association's combined bicycle and motorcycle century run on Long Island roads last Sunday, 24th inst., did not prove a big success. There were only eight bicyclists and sixteen motorcyclists in line and with a strong head wind the first-named section of the participants in the run did not extract much pleasure from the outward journey.

SALT LAKE TRACK IN LITIGATION

Mixed Ownership of Salt Palace Property Results in Squabble—Racing Plans not Likely to be Affected.

The Salt Palace saucer track at Salt Lake City is in litigation, heirs of the Walker estate having started suit in the district court to get a one-third share in the value of the Salt Palace, the bicycle track and the vaudeville theater, and their contents.

They have petitioned the court to ascertain and determine also the amounts of rents and profits which have been received by Frederick Heath, the defendant in the suit, and ask that he be forced to turn over two-thirds of what has been taken in since May 8, 1899.

The suit is brought by J. R. Walker, Mary A. Cheesman, C. A. Walker, G. R. Walker, Winnifred S. Prosser and W. P. Prosser as guardian for Alberta W. Parker against Frederick Heath.

It is claimed that J. R. Walker and Frederick Heath executed a lease to the Utah Salt Palace association for a term of three years, from May 5, 1899, on lots 12, 13 and 14, at a rental of $100 a year. The property was to revert to Walker, or his heirs, at the end of this time. Mr. Walker died January 6, 1901, leaving all to his children.

The improvements on the Salt Palace park are the Salt Palace, the bicycle track and the vaudeville theater, which are said to have been erected at a cost of $60,000 and turned over to the Salt Lake Palace Exposition Co., of which Heath was president and secretary. Two-thirds of the park property belongs to Heath and one-third to the Walker estate.

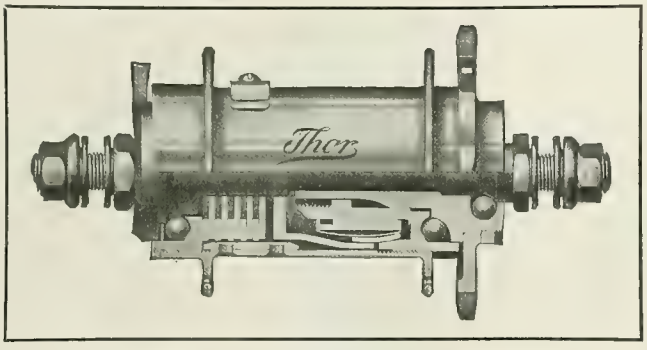
The plaintiffs petition the court to sell the buildings and contents at auction, claiming that Heath asserts that he owns all of these. They are located on his property, it is claimed. It is also claimed that Mr. Heath has never paid any sum of money to the heirs on account of rentals.

Despite the litigation there is small likelihood that the track will not be in operation next season, however, as it is too valuable an investment to remain idle. Whether it will be sold, is another matter. At any rate, Harry Heagren, the manager selected for next season, has no fear of losing his position.

Fatal Spill on a German Track.

Another inscription can be added to the motor-paced fatality record book. At the meet at Treptow, Germany, on Sunday, 18th inst., the pace follower Schadebrodt was thrown heavily to the cement when the tire of his pacing machine punctured. At that moment Schulz and his pacemaker, Wolf, came around and were unable to escape the fallen riders. A horrible melee ensued and Schadebrodt was removed to the hospital, where he died a few hours later.

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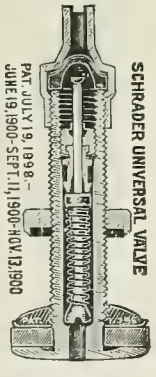
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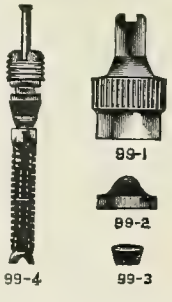
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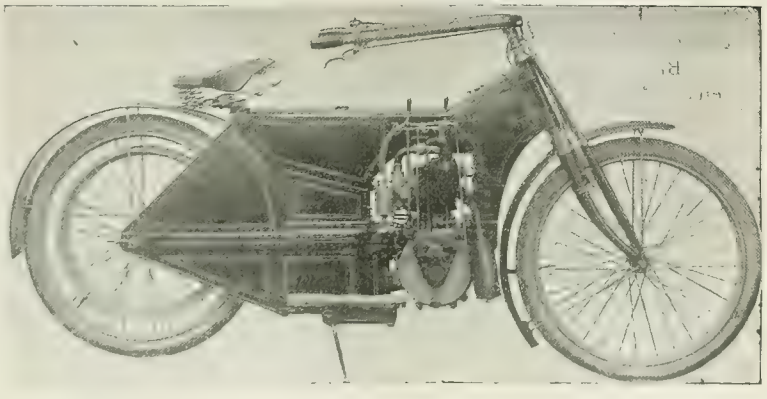
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PUBLIC ROADS ARE NOT FOR ALL

Massachusetts Court Holds Their Use is a State Privilege—Remarkable Decision Curtailing Motorcycles.

In Massachusetts, around which State much journalistic piffle and romantic fudge of "the cradle of American liberty" brand has been spun, the full bench of the Supreme Court in effect has decided that it is right and legal and in line with American notions of liberty to render it impossible for citizens residing on certain streets of certain towns to sell or own either motor cars or motorcycles or if they already own them to render them useless. If the vehicles are stored on their own property the citizens in question cannot move them under their own power without violating the law, or if they stable them away from their homes, they cannot ride or drive up to their own doors, nor can their friends do so, without inviting arrest. They must either walk or drive a horse or ride a bicycle.

This important and astounding decision is the outcome of a test case of the Commonwealth vs. Arthur L. Kingsbury, of Northampton, Mass. The case reached the higher court on appeal from the district court of Franklin county, which found the defendant guilty of running his car over a closed road in Ashfield; and as motorcycles are bracketed with automobiles in the Massachusetts law, the decision is alike binding on them.

The contention of the defendant was that he had as much right to run his automobile through a town or city highway, as the driver of a horse-drawn vehicle and that the law under which the way in question was closed, deprived him of his rights guaranteed by the constitution of the state. It was further contended that there was nothing dangerous about an automobile as an automobile, and that with the laws now on the books regulating the speed of such vehicles, there was no reason for interfering with the reasonable running of a motor car on any public way.

District Attorney Irwin declared that the experience of the State had been such as to make it appear advisable to the Legislature that very full powers, as to the exclusion of automobiles from certain ways, should be delegated to the selectmen of towns and aldermen of cities. He contended that there was an element of danger in the automobile itself, due to the uncertainty attending its control by the driver, and that in view of that uncertainty, it was entirely reasonable that thoroughfares should at the discretion of the town and city authorities, be closed to travel.

The Supreme Court's opinion was written by Chief Justice M. P. Knowlton, of Springfield, and embodies the views of District Attorney Irwin, his fellow justices concurring.

The Kingsbury case began in September, 1907, when a complaint was filed with the district court of Franklin county, charging the defendant with having operated his car over Center street, Ashfield, which had been closed to automobiles in accordance with a notice posted in the street to that effect. The defendant admitted that he did operate an automobile over the road in question; that he knew that automobiles had been excluded therefrom; that he was conveying in his automobile a friend who desired to visit Mrs. Howe, his sister, who resided on that street; that Mrs. Howe's residence could not be reached without traveling over some portion of a "posted" highway; that the defendant took the shortest



of three "posted" roads in going to Mrs. Howe's; that the highway was an ordinary country road, the traveled part of which was about 12 feet in width.

Kingsbury lost his case and appealed it in November, 1907; then lost again. The recent decision of Judge Knowlton upholds both of the former ones in every respect. The court holds that the selectmen of Ashfield in making the regulations in question, acted under the police powers delegated to them by the legislature.

A portion of the District Attorney's argument which the court upheld was as follows:

"The statutes are presumed to be constitutional. This presumption prevails until the contrary is shown. In the enactment of a statute good faith and knowledge of existing conditions on the part of the legislature are presumed.

"The operating of automobiles in the public ways may be regulated under the police power of the commonwealth. Nor is their regulation by the police power repugnant to the constitution as special or class regulation. The states have a right to enact laws applicable to a given class of individuals only, so long as the classification is reasonable and not arbitrary. The 14th amendment to the United States constitution does not control the states in the exercise of the police power.

"The police power is inherent in the state. It is the central force, the long and strong arm of organized society, compelling that which should and restraining that which should not be done. . . . . Through its operations the legislature has plenary powers over the public ways, ... The commonwealth exercises its control over the public way either by direct command or by delegating authority to local municipal authorities, specified commissions and boards.

"These matters are the concern of our legislature by the power granted to it by the organic law of the commonwealth. Chap. 1, section 1, article 4, reads: 'And further, full power and authority are hereby given and granted to the said General Court from time to time, to make, ordain and establish all manner of wholesome and reasonable orders, laws, statutes and ordinances, direction and instructions, either with penalties or without, so as the same be not repugnant or contrary to this constitution, as they shall judge to be for the good and welfare of this commonwealth, and for the government and ordering thereof, and of the subjects of the same.'

"In the view of the powers so granted, and of the way in which the same have been exercised by the legislature, with the approval of this court, may it justly be claimed that the ubiquitous meanderings of the automobile upon our public ways may not be regulated thereby?

"The defendant claims that 'the use of highways by automobiles is a natural, ordinary and reasonable use of them, and automobiles have as much right upon them as horse-drawn vehicles,' and that the 'legislature has not, in the exercise of the police power, the right to make special regulations excluding automobiles from particular roads and ways.'

"Perhaps it may be permitted to suggest that the use of public ways by these machines has been unnatural, extraordinary and unreasonable; hence the legislature has undertaken to curb them a bit. In passing, it may be said that there are no natural rights in any person in public ways, such rights are developed from the state."

Cyclist Crosses the Australian Desert.

An accomplishment that is regarded as an important advance in the conquest of the great Australian desert has been made by Francis Birtles on a bicycle, simultaneously with a similar trip by an automobile, which traveled in the opposite direction. Birtles started from Port Darwin and went directly across the continent, 2,000 miles, through the desert. He made the distance in 40 days, the same time that it took the automobile, going in the opposite direction, and of the distance he was required to walk only 300 miles. By far the greatest portion of the distance was through a wholly uninhabited and trackless desert.

EMPIRE CITY'S POINT WINNERS

Ericson Leads in the Club's Championship Competition—Brown has Top Score Among the "Cork Pullers."

It's a short step from poetry to press-agentry and the two are somewhat allied. Therefore Franklyn Fisher has no difficulty in filling both the role of club poet and club press agent, in addition to acting as secretary for the Empire City Wheelmen, a logical outgrowth of what was formerly known as the Cycle Path Cork Pullers of Brooklyn, near New York.

Fisher has only two bad habits—writing poetry and wearing a college cap. Offhand it might not appear that one has anything to do with the other, but if the truth be told the two vices of the Empire City Wheelmen's eruditic secretary-press agent-poet are more closely related than first cousins. The secret must out—Fisher cannot write poetry without wearing his georgemcohan toppiece. Of course he wore it when he reeled off this spasm and mailed it to the Bicycling World this week:

"If you look in the window of Raymond & Co., you will see something there that cost quite some dough, in the form of some cups exceedingly fine, on what we are doing you can then get a line; they cost one hundred and fifty or more, and those who don't win one will certn'ly be sore so in your next edition I expect you to say the Empire's the only live club in New York today—and that's no Lie."

Dropping carelessly, just like that, from poetry to prose, Secretary-Pressagent-Poet-Fisher goes on to say that the club has put up six beautiful cups to be awarded its members who score the most points between several weeks ago and the beginning of next year.

So far Carl Ericson leads in the championship competition with 18 points, and Fisher is the runnerup with 12 digits. The standing of the other leaders is H. F. Missimer, 9 points; John A. Eubank, Walter Raleigh and Arthur Rhodes, 8 each, and John Brown, 7 points. In addition to the championship races three cups are awarded in what are known as the "cork-pulling" events, and Brown leads that competition with 16 points, Hopp is second with 12, and Frommeyer third with 11 points.

Fisher points with pride to the club's record for the year. He says that it produced Stein, the amateur champion; that one of its members, Weintz, was one of the two American representatives in the Olympic bicycle races; that members of the club captured eleven of fifteen prizes at the Long Branch and Ausbury Park meets, and a few other things.

How They Dried the Newark Track.

A little thing like rain did not keep some of the riders at Newark from training this week. All the riders came out on Thursday after the rain, but when they saw the wet condition of the board track at the Velodrome the majority adjourned to Walsh's and played pinochle. Clarke and McFarland were not to be denied a workout, however, and they employed a continental practice to dry the surface. The track attendants were dispatched to a nearby garage for several cans of gasolene. This was sprinkled on a few feet of the track's surface at a time and a match applied. In a short time the track was as dry as if there had been no rain. The sight was spectacular and attracted the attention of the firemen quartered nearby, but they offered no objection. This method of track drying is frequently employed in Europe when a shower comes up a few minutes before time for a race meet and makes the track slippery. As gasolene is a highly volatile liquid it burns itself away.

McFarland May Race on French Roads.

After 50 years or less of circuit chasing, Dean F. A. McFarland at last has found his sphere, or rather he thinks he will find it. It is not in winning six day races, making stirring finishes, in sprint races, or in following the motors. It is in road racing that McFarland thinks he can prove himself as unbeatable as he has in pursuit races, and the veteran Californian seriously is thinking of participating in several of the big road races in France next year. McFarland says that he has ridden over the roads in training with such cracks as Trousselier, Breton, Cadolle and others, and that he always was able to shake them off. For that reason he thinks that if he should have as much care taken of him as the French road cracks he would have no dicicuIty in winning some of the big continental contests on the road. If his present intention is not changed between now and January, next spring will mark McFarland's debut as a professional road rider.

Jersey's Motorcycle Meet Postponed.

It is not likely that the New Jersey Motorcycle Club will hold its proposed race meet on Election day, November 3d, as was proposed some time ago. While the club has not stated definitely that the meet is "off," no further arrangements were made at the last meeting. R. B. Whitehead, who had the preliminaries in hand, was called out of town on business last week and as he did not return until late this week, it is doubtful if arrangements can be perfected in time. Whitehead, by the way, has resigned as secretary and William H. James has been elected to fill the vacancy.

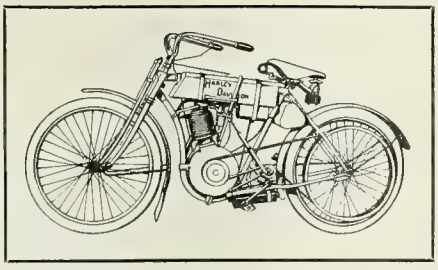
New Date for Crescents' Road Race.

On account of rain the Crescent Bicycle Club's 11 miles handicap road race was not held at Baltimore on Sunday last. It will be held to-morrow instead, the entry list having been reopened this week. On the same day the Racycle Club will hold its first road race which, however, will be closed to members. The Baltimoreans finally have awakened to their folly and decided to "be good" and stop "wild catting," which is to say they have secured a sanction from the National Cycling Association for the open road race.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

Another Private Owner Victory.

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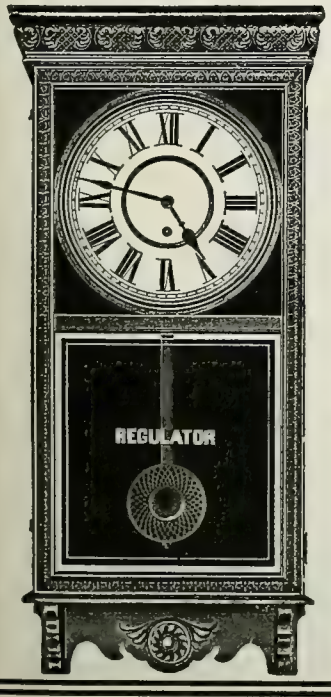
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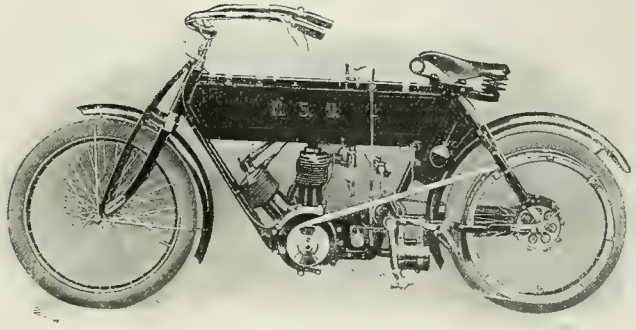
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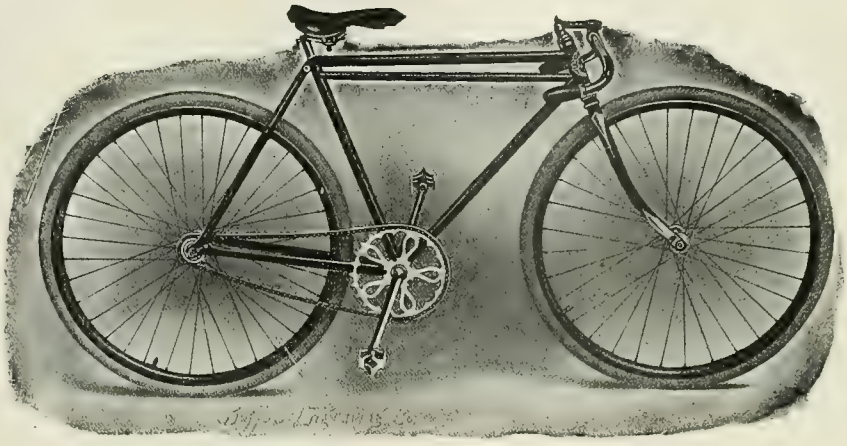
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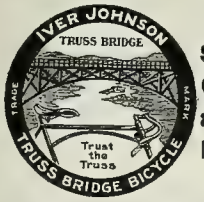
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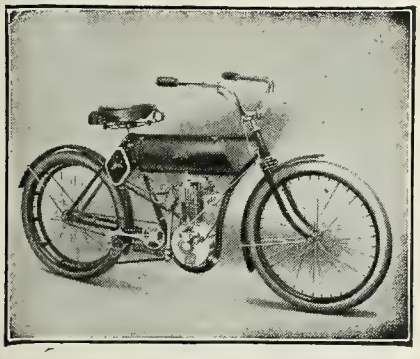
has the arched truss. Everything else about it just as perfect.



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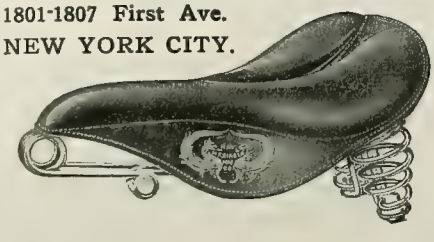
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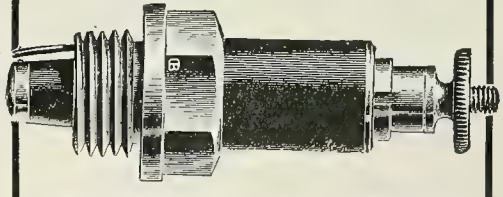
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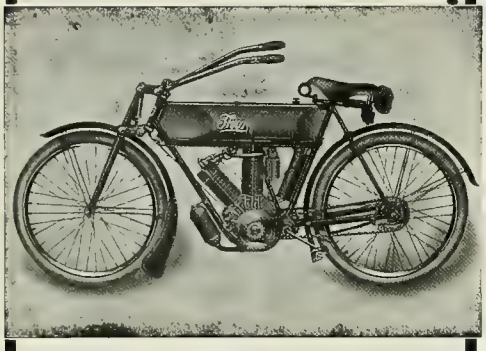
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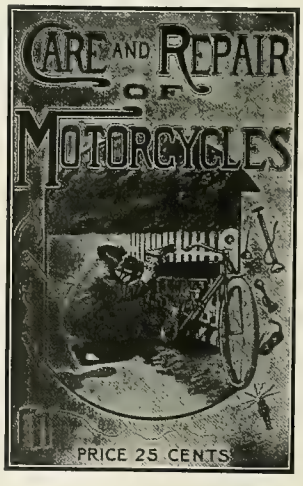
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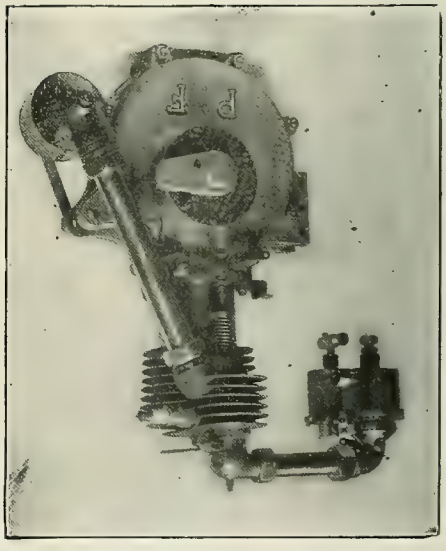
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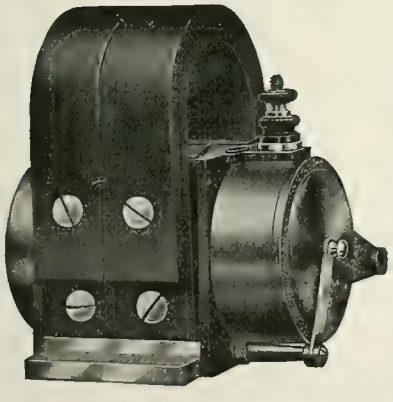
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THE HORNECKER MOTOR MFG. CO.,
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should let us show what we are doing for the largest makers. There must be a good reason why we make over 60% of the cylinders, pistons, etc., used in American built motorcycles. We have the equipment, experience, facilities and *know how* to produce the best castings obtainable. All we ask is that you say "show me."

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B & C Transmission?

Two speeds and a free engine can be attached to any chain driven motorcycle of the countershaft type.

The free engine device alone is worth the price. Full descriptive circular on request.

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1268 East 80th Place, Cleveland, Ohio

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is a Magneto Spark, produced only by Pfanstiehl Coils. Most of the recent events for Motorcycles have been won with Pfanstiehl Coils.

Pfanstiehl Electrical Laboratory

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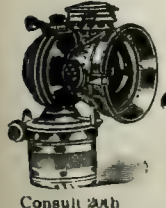
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THE

Fauber Crank Hanger

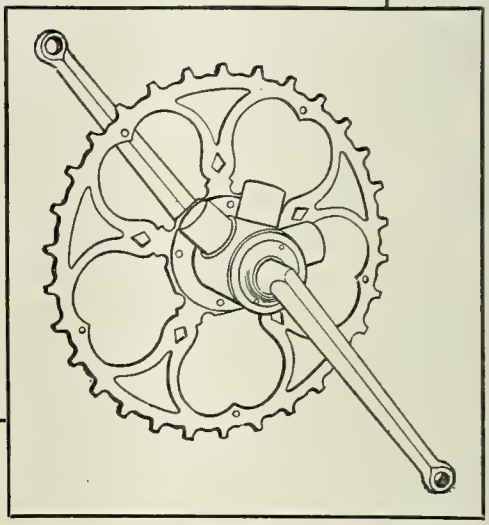
is not only the

WORLD'S BEST HANGER

but is the

MOST FAMOUS ONE

It adds "Class" to any bicycle to which it is applied and every dealer knows it. Specify it when you order.



Great Western Mfg. Company, LAPORTE INDIANA

MOTORCYCLE TUBING

because of the severe requirements, should be as good as can be obtained.



BUTT END TUBES

of seamless steel warrant the fullest confidence as to quality. Quotations gladly given.

ACCLES & POLLOCK, Oldbury, Birmingham, England

PROSPERITY

has been the portion of practically everyone who has sold

Defender Special



New Oxford

SATISFACTION

has been the portion of all who have used them.

A living profit is responsible for the first condition; undeviating good quality for the other. Why not share in such happy results?

Kokomo Rubber Co., Kokomo, Ind.

1909 PIERCE BICYLES

This is the time of year to decide on what lines to represent for 1909. Are you content to impose on the public by selling cheap and inferior goods? Do you intend to continue the agency for dead lines? If you are a first class dealer, there is an up-to-date, quick-selling line of bicycles that you should represent—namely, the PIERCE.

We have an exceptional line and exceptional terms to offer responsible dealers everywhere. We want your business and can take care of it.

¶ WRITE FOR 1909 CONTRACT

Manufacturers of the PIERCE VIBRATIONLESS MOTORCYCLE. Booklet on application

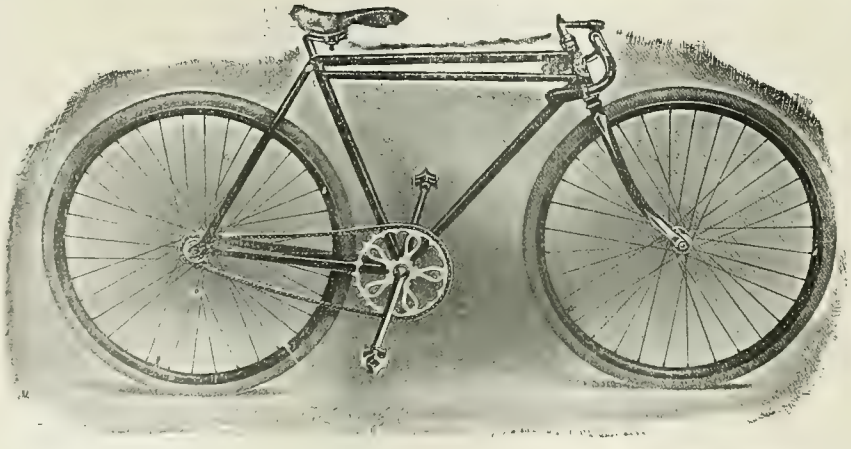
THE PIERCE CYCLE COMPANY BUFFALO, N. Y. Denver and Oakland

To Men Possessed of Unbiased Minds

the line of

EMBLEM BICYCLES

is bound to appeal strongly.



Emblems themselves possess every useful feature of merit possessed by other bicycles and being the product of co-operative labor, their actual construction is conducted on a much higher plane.

WE WILL BE PLEASED TO SUBMIT QUOTATIONS.

EMBLEM MANUFACTURING COMPANY, Angola, N. Y.

Have You Seen the 1909 Rambler?



Rambler Model 972, Price $40.

All who *have* seen the 1909 RAMBLER are enthusiastic in its praise, and well they may be, for it would be difficult to imagine a handsomer bicycle. Year in and year out for over twenty-five years the RAMBLER has always been a highly satisfactory machine to every user of one. No bicycle has a better record.

But it is of *today* that we would now speak. The 1909 RAMBLER has improved frame lines—the steering head and seat post tube have more rake—the wheel base has been increased—the sprocket and sprocket arms have been improved and strengthened—the arms now rest in countersunk sockets and cannot twist or turn—the hanger adjustments have been simplified and improved in appearance—there are new grips—the finest kind of workmanship, material and design. Today, as ever, it is the most distinctive bicycle of any make. It is as different from the ordinary bicycle in appearance as it is better in quality. You have never seen it imitated in a cheap bicycle or sold under any other nameplate.

A HOLIDAY TRADE REMINDER

We remind those dealers who have not already made arrangements for a supply of Juveniles for the Holiday Trade that time is passing, and it would be wise to get orders placed and deliveries provided for. A large and profitable trade is done in these bicycles as regularly as the holidays come around. *But the dealer must have them in stock ready for immediate delivery.*

1909 Rambler Catalogue Now Ready.
Send for a Copy.



Ideal Boys' Juvenile.

POPE MANUFACTURING CO., Hartford, Conn.

There's no getting away from the fact—

AJAX TIRES

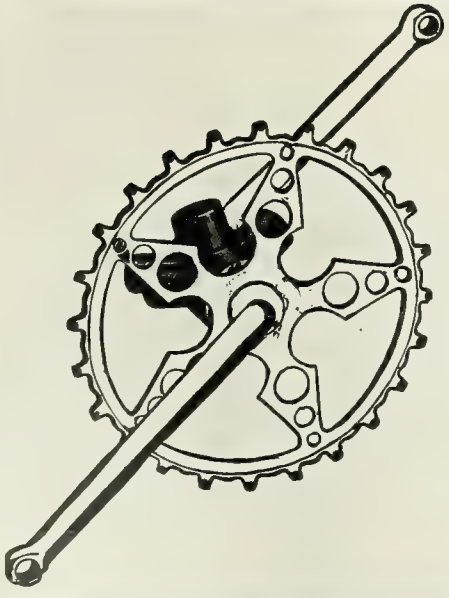
are great tires.

AJAX-GRIEB RUBBER COMPANY

57th Street and Broadway New York City

Factories—TRENTON, N. J.

DON'T TAKE "NO" FOR AN ANSWER



THERE IS NO SOUND REASON

why any reputable bicycle manufacturer should refuse to fit

Fauber Crank Hangers

when they are called for by his trade. Call for it!

GREAT WESTERN MFG. COMPANY, Laporte, Ind.

THE ECLIPSE COASTER BRAKE

is not an all steel coaster brake

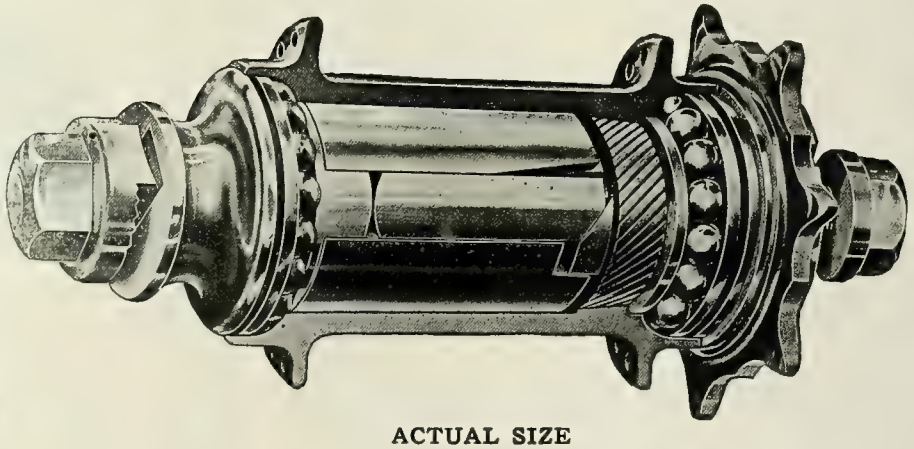
and for the very sound and all sufficient reason that it is a long and well established fundamental of applied mechanics, that when two pieces of the same metal are rubbed together, their coefficient friction is not very high—certainly not high enough to be dependable in such a safety appliance as a brake. Therefore

The Expanding Sleeve of the Eclipse

is not made of the same metal as the steel hub shell against which it rubs when expanded by backpedaling.



ECLIPSE
LOCK WASHER
Which eliminates
the side arm.



ACTUAL SIZE

That is one of the Many Features

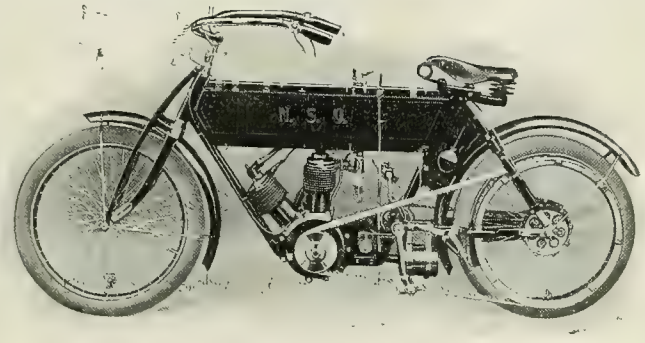
wherein the thoroughly practical and mechanical superiority of the Eclipse is so easily and so convincingly demonstrated; it is one of the reasons why it is by far the best and most dependable brake ever offered for use on bicycles or motorcycles. It is dependable all of the time. Why be satisfied with one that may be dependable only part of the time?

ECLIPSE MACHINE COMPANY, Elmira, N. Y.

Licensed Coaster Brake Manufacturers

NSU

WHY?



6 H. P. TOURING MODEL

ANOTHER particular reason why you should choose the N. S. U. for your next mount is: that not only is the motorcycle in part and whole thoroughly tested, but each and every nut which runs a liability of jarring loose is lock-nutted, and where the strain is more severe, i. e. on the motor and frame lugs, the nuts are pinned through the bolt. This means that you ride, ride, ride without constantly tinkering and looking after loose parts. Every moment is pleasure while riding the N. S. U.—"The whole day for riding, not tinkering"—is the way thousands of enthusiastic riders write about

N. S. U. MOTORCYCLES

Made a little better than seems necessary, a fact you'll appreciate after riding an N. S. U. a thousand or two miles

OTHER GOOD THINGS

N. S. U. SPARK PLUGS
N. S. U. TWO SPEED GEARS
N. S. U. BELT FASTENERS
PETER UNION TIRES, and

The New Shamrock Gloria Belts
The 70 Mile an Hour Transmission

N. S. U. MOTOR COMPANY

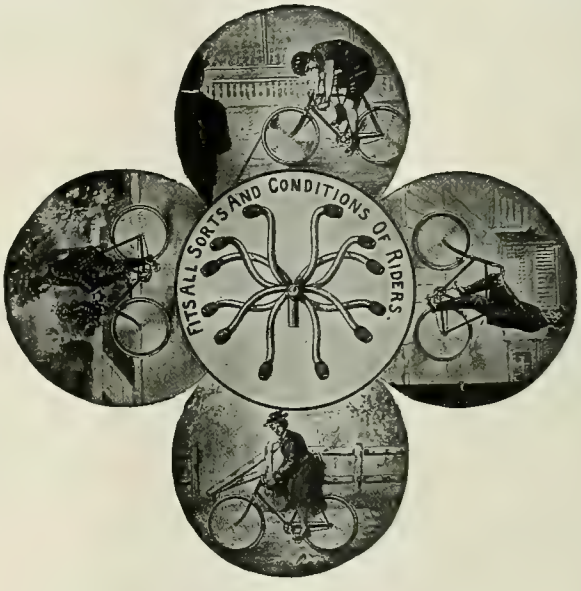
206 West 76th Street, New York City

THERE IS BUT ONE HANDLE BAR

that affords comfort to all ages, sizes and conditions of mankind—

The Kelly Adjustable

THE STANDARD BAR OF THE WORLD



AFFORDS TWENTY-FIVE DIFFERENT POSITIONS

and renders pleasure possible no matter what may be the pace or the road conditions. The Kelly Bar fitted to any bicycle adds a strong selling point.

Any bicycle manufacturer will supply it if you insist

KELLY HANDLE BAR CO.

CLEVELAND, OHIO

Are You On The List?

More Than 300 Agents Are Making a Big Thing on Popular Goodyear Pathfinder Tires this Season. Are You the Live Wire of Your Town?

Goodyear Pathfinder Tires soon get the tire trade wherever they are offered. Nothing has ever been made for the bicycle before that stands up against all kinds of wear, and gives the rider such comfort and ease, at such a moderate price.

The Denver Rubber Tire Works, writing us to rush an order, says:

"The dry climate of Denver is extremely hard on rubber. During the three years we have been dealing in tires here we have handled nearly every brand on the market, and have had but poor success excepting with the very highest grades and some very costly specially made tires.

"Since selling the 'Pathfinder' we have had no trouble whatever. We find it less susceptible to surface checking than our most expensive tires, and for general wear and hard service it is the most durable tire we have yet sold."

Goodyear Pathfinder Tires are made of gum as nearly pure as possible in a bicycle tire which will vulcanize properly.

The fabric is Egyptian of special close weave, which, while very pliable, is of great strength. The Pathfinder Tire's cover is so strong that it outlasts any other made. Yet it yields and springs in your hands. That means resiliency—easy riding—comfort as well as durability.

The reinforcing strip is made of toughened rubber—prepared by our own patented process—which preserves the resiliency while giving the most stubborn resistance to wear.

The rim side of the Pathfinder is pebbled so as to give the rim cement a tight grip and thus prevent creeping.

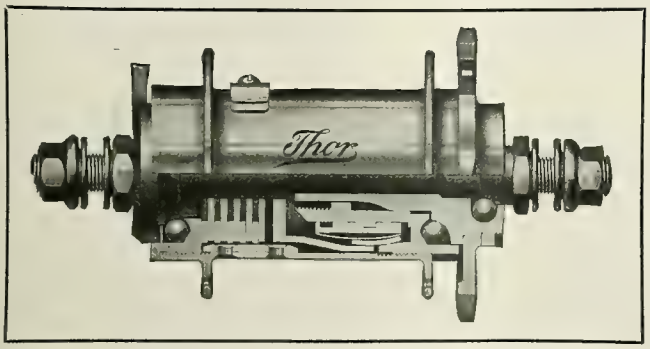
Many bicycle tires cannot be repaired. The end is in sight when they begin to break. But you can repair Goodyear Tires. This is another feature that makes them exceedingly popular.

No wonder our special Pathfinder Tire proposition is making money for agents. If we are not represented in your town this is a chance for you.

Write us today. Ask for a sample section of the Pathfinder and see for yourself what it is. The Pathfinder is made in sizes 28x1¼, 28x1⅜, 28x1½, 28x1⅝. Address

The Goodyear Tire & Rubber Company, Moal Street, Akron, Ohio

Thor MEANS QUALITY



Thor HUBS

"Run Easy and Wear Long"

¶ Both the Thor Bicycle and Motorcycle Coaster Brakes are built with the same design and on the same principle, one being larger than the other—that's all!

¶ The efficiency of the Thor Motorcycle Brake has never been questioned. The Thor Bicycle Brake will prove as satisfactory. Try it!

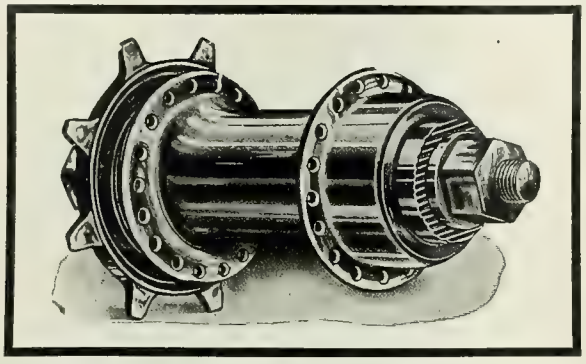
¶ Note the friction washers which allow *increased friction surface* and *easy release.*

Dealers will find Thor Goods "Trade Winners."

AURORA AUTOMATIC MACHINERY CO., Aurora, Ill.

THE BEST RECOMMENDATION

that any article can have is that others try to imitate it.
Accept no substitute for



The Musselman Coaster Brake

for it is the original "Armless Wonder" and has points of superiority that can never be equalled or imitated.

Thoroughly tried and tested. Has given reliable service to thousands of satisfied riders. Avoid imitations and experiments. Sell the Best. Write for free descriptive pamphlet.

FOR SALE BY ALL LEADING JOBBERS.

THE MIAMI CYCLE & MFG. CO., MIDDLETOWN, OHIO

LICENSED COASTER BRAKE MANUFACTURERS.

Hudson Hudson

1909
HUDSON BICYCLES

EQUIPPED WITH

The Celebrated D & J Crank Hangers

ARE NOW READY

The new home of the Hudson line means better facilities, better quality, better service. Agents wanted everywhere. Write for prices and free descriptive catalogue.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

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Hudson Hudson

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVIII | New York, U. S A. Saturday, November 7, 1908 | No. 7

MOTORCYCLES AT BOSTON SHOW

Section Reserved for the Exhibition at Mechanics Building in March—Twenty-nine Adjoining Spaces Available.

As was the case last year, the management of the Boston automobile show, like their prototypes in New York and Chicago, again will include a motorcycle section in that New England exhibition for 1909, which will occur March 6-13.

The show, as usual, will be housed in Mechanics Building. The motorcycle section will comprise part of what is officially designated Department D, which will occupy the basement. There 29 spaces, Nos. 337 to 365, have been set aside for the motorcycle exhibits. All of these are adjoining spaces and if no other character of goods are at the eleventh hour permitted to intermingle, as was the case last year, the section should present an impressive front.

Coming on the eve of the opening of the outdoor season, the Boston show always has proven a popular and attractive one and one which rarely fails to attract a large attendance. It was in Boston that the now all-prevailing uniformity of decorations and signs first was instituted and, almost needless to add, this will be the case in the forthcoming show.

Kesser Goes from Branch to Factory.

Franklin Kesser has been appointed sales manager of the Hartford Rubber Works Co., and will, of course, be located at the factory in Hartford. Kesser has been in the service of the company for some ten years, latterly as manager of its Philadelphia branch.

Denmark Increases Tariff on Cycles.

Denmark has enacted a new tariff law which will become effective January 1st next. It raises the duty on bicycles to .60 crowns (about 25 cents) per kilogram (2 pounds 3 ounces). The new rate will apply specifically to "cycles and cycle frames, with or without wheels, pedals, handle bars, saddles, etc., as well as all finished cycle wheels, gilded, silvered, plated, enameled, lacquered, painted, bronzed, oxydized, or nickeled."

Bartsch Becomes N. S. U. Sales Manager.

A. H. Bartsch, one of the best known members of the New York Motorcycle Club, has been appointed sales manager of the N. S. U. Motor Co., New York, a proceeding which will considerably relieve General Manager Kicherer and enable him to do more traveling and thus become personally acquainted with the trade. Bartsch has been attending to the N. S. U. advertising and "on the side" has been handling the machines in his home town, Hackensack, N. J., which means that he is thoroughly familiar with the product.

Berrodin Forms New Corporation.

The Berrodin Rubber Co., which recently was incorporated under Pennsylvania laws has acquired the Philadelphia Tire & Rubber Co., at 713-715 North Broad street, Philadelphia, and also their branch at 912 Main street, Buffalo, N. Y. The Berrodin company has the G & J tire agency in the two cities. W. A. MacCalla is president of the new concern; Sanders Levy, vice-president, and Frank Berrodin, treasurer and general manager. Levy and Berrodin were partners in the Philadelphia Tire & Rubber Co.

Two More Pope Plants Practically Sold.

Two more disused Pope plants are about to be disposed of—the former bicycle factory in Hagerstown, Md., and the one-time Garford saddle plant in Elyria, Ohio. The receivers of the Pope Mfg. Co. have received offers for both properties and have applied to the courts for authority to consummate the sales.

BOTTOM BRACKET BOBS UP AGAIN

Pope Suit Against Arnold, Schwinn & Co. is Revived—Court Sustains Demurrer Against that Firm's Defense.

Although practically every one in the trade supposed that the last had been heard of the litigation involving the historic and basic bottom bracket patent—No. 392,973—it transpires that there still remains another round to be fought, the Pope Mfg. Co. being the complainants, of course, and Arnold, Schwinn & Co., of Chicago, the defendants. That such a suit was on the calendar became known on October 28th, when the United States Circuit Court at Chicago upset a defense presented by Arnold, Schwinn & Co., by sustaining a demurrer filed by the Pope counsel, Redding, Greeley & Austin and C. K. Offield.

The suit originally was filed in December, 1903, but owing to the upheaval and reorganizations caused by the collapse of the American Bicycle Co.—the bicycle trust—and its subsequent acquirement by the Pope Mfg. Co., and later by the Pope company's own difficulties, the action was not pressed until this year. The effect of the court's decision will be to require that the case be tried solely on the matter of infringement, and as the Pope Mfg. Co., in a suit against the H. P. Snyder Mfg. Co., obtained a decision in favor of the patent, which led to all manufacturers, save Arnold, Schwinn & Co., to enter into terms of settlement, the advantage now seems to lie with the Pope interests. This settlement was effected late in November, 1905, after the Pope company, fortified with the decison in the Snyder suit; pressed their advantage by proceeding against about 30 jobbers and department stores for engaging in the sale of bicycles using infringing bottom brackets. Several years before, the bicycle

and parts manufacturers themselves had formed a defense association and contributed to a common fund to fight the patent.

In defending the old suit which has been restored to activity, Arnold, Schwinn & Co. filed a cross bill which reviewed the terms of settlement with the other manufacturers and set up as its strongest averment that as the Chicago firm had purchased practically all of its bottom brackets from The Crosby Co., Buffalo, N. Y., which concern had been among those that made peace with the Pope company, such settlement released all of the Crosby customers from liability for infringement. In response, the Pope attorneys filed a demurrer in which it was contended that none of the averments made by Arnold, Schwinn & Co. constituted a proper defense in law. It was this demurrer that was argued and decided on October 28th last. After hearing it, the court promptly sustained the demurrer, no written decision being handed down. It means, of course, that the suit for infringement now will go to trial and that it will be decided on the merits of the patent. It probably will be heard within a twelve-month.

The patent itself, around which so much trade history has been written, long since expired. It was issued November 13, 1888, and expired by statutory limitation 17 years later, that is, in 1905.

Eclipse Coaster Brake "Catches on."

"It really is remarkable the way the new Eclipse coaster brake has 'caught on,'" writes Ralph D. Webster, vice-president and sales manager of the Eclipse Machine Co. "To date, all our advertising has been done in the Bicycling World and while the letters we have sent to manufacturers and jobbers may have helped a little, it is a fact that we are getting orders faster than we can fill them. However, we are running nights and before another week our production will be large and we think we then can take care of all the trade we get."

The Retail Record.

Tampa, Fla.—Ned N. Place, 1416 Franklin street, sold out to O. J. Meisner.

Brooklyn, N. Y.—Lind & Bennett, purchased G. A. Boettner's cycle hospital.

Evansville, Ind.—E. K. Ashby Co.; leased larger store at 210-215 North Third street.

Hartford, Conn.—Hartford Cycle Co., Thomas H. Poulin, proprietor; new store at 267 Main street.

Cycle Agent Britannically Defined.

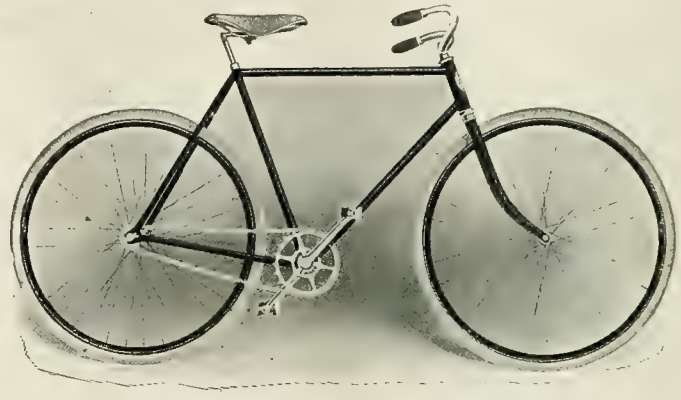
While the American trade has been more concerned with the definition of a jobber, the Cycle and Allied Trades Association of Great Britain have found it necessary to define the cycle agent. The official definition of the latter is as follows:

"A genuine cycle agent is a person having capital invested in the cycle trade, and with business premises suitable for carrying on the same."

PIERCE MODEL FOR HEAVY SERVICE

New Type Added to Line for Season of 1909—Increased Strength in Parts Liable to Hard Knocks.

In addition to their well known line, which includes the chain and chainless bicycles, with and without the cushion frames, the Pierce Cycle Co., Buffalo, have for 1909, produced what is styled a Heavy Service model, which is shown by the accompanying illustration. As its designation implies, it is a bicycle designed to withstand the hardest knocks, not merely those of normal use, but those incident to abnormal use—abuse, as it were. There are many classes to whom it will appeal strongly.



THE PIERCE HEAVY SERVICE MODEL

This new model has as good material in it as any other Pierce bicycle and the workmanship is "Pierce" in every detail. The frame tubing is eighteen gauge instead of twenty. The spokes are extra heavy. The tires are the Fisk Premier Tough Tread, other makes being optional. The balance of the equipment is first class. In short everything used on the model has been selected with a view of producing something that will give a maximum of service with a minimum of expense and trouble.

Remarkable Agreement Between Dealers.

Rivalry between C. W. Risden and J. Arthur Scott who, respectively, are agents in Los Angeles for the Indian and Thor motorcycles, has attained white heat and led to a remarkable agreement. Each is to mount a man on his respective machine and let them "fight it out" in an informal race over a three miles straightaway course, and the losing dealer is to display in his show window a large show card acknowledging his machine to be inferior to the one represented by his rival.

Why the Magneto Failed to Spark.

While the magneto does not often "strike work," when it does so it entails some simple but perplexing problems that are suggestive of the experiences of the early days of motorcycling when even dry battery ignition was largely a thing of mystery. A man of long experience and much mechanical ingenuity recently encountered a problem of the sort. After nearly 2,000 miles of faultless operation, his magneto refused to fire in one of his two cylinders. Although both plugs would spark finely when tested outside the engine, when put into place, only one of them would fire. All the old tests and remedies for refusal to spark under compression were tried without avail and it was only at the end of three hours' effort that it was found that the only trouble was that the platinum points of the magneto were too close together.

September Gain in British Exports.

The set-back recorded in the British cycle export trade for August was followed by an upward move in September. The increase, however, is confined entirely to the parts branch, the shipments of complete cycles still exhibiting a downward trend. Only 6,732 machines were exported during the month, of a value of £31,655, the corresponding figures for September, 1907, being respectively 7,512 and £37,805. On the other hand, the exports of parts jumped from £50,866 to £60,588. Combining the two totals, the aggregate exports in September work out at £92,243, as against £88,671 in the same month a year ago, and £78,474 in September, 1906.

The falling off that has taken place in the exports of complete cycles is also brought out in the returns for the nine months ending with September. During that period 78,346 machines were sent out of the country, or 1,633 less than in the similar period of 1907, the value of the same being £370,204, as against £398,930. The expansion of the parts department continues with uninterrupted steadiness, the shipments having advanced from £599,900 last year to £714,523 for the nine months of 1908. For the year to date, the combined shipments of British cycles and parts stand at £$1,084,727, a gain of £85,897 over 1907.

Havener Joins Hartford Rubber Forces.

Lud C. Havener, formerly of Worcester, Mass., where he was one of the pioneer bicycle dealers, has engaged with the Hartford Rubber Works Co. He will be attached to the Boston branch.

EXPORTS SHOW IMPROVED TONE

Gains in September More Than Offset the Month's Losses—Japan Leads the Improving Markets.

Statistics for September disclose a slightly improved tone in the export market. While there were losses in ten of the eighteen geographical sub-divisions, they were more than offset by gains in the other eight, the total increase for the month amounting to $2,511, which although it is not large, is an agreeable contrast to the shrinkages which so generally have been the rule.

Japan was the biggest buyer during the month and was responsible for the largest gain; its purchases increased from $3,250 to $10,270. In Germany, Belgium, Argentina, Other South Africa and Australasia other notable gains were made, Germany advancing from $1,105 to $2,305, Belgium from $285 to $2,210, Argentina from $835 to $2,135, Other South Africa from $335 to $2,799, and British Australasia from $4,244 to $5,658. Slight advances also were recorded in exports to France and Other Europe.

In dollars and cents, the largest loss occurred in the United Kingdom whose takings fell from $8,013 to $4,253; other considerable shrinkages also took place in British North America, in which the decrease amounted to $1,700, in Mexico, which fell off to the extent of $4,800, and in Cuba, in which the loss was $3,300. The other shrinkages which are shown by the statistics for the month were comparatively inconsequential.

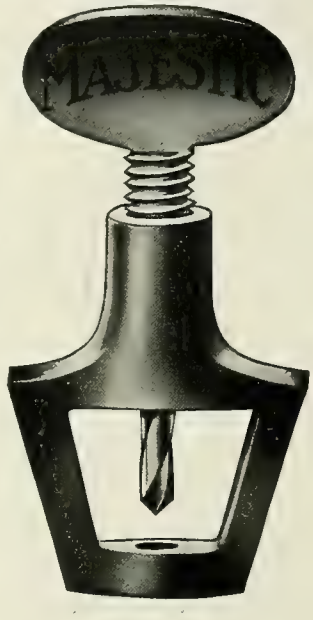
While September itself showed an advance, the almost unbroken decline which has marked the export trade is apparent, of course, in the figures for the nine months, the loss in round figures amounting to $325,000.

The figures for the month of September in detail are as follows:

	September		Nine Months Ending September		
	1907	1908	1906	1907	1908
Exported to—					
United Kingdom	$8,013	$4,253	$221,662	$228,251	$64,177
Belgium	285	2,210	19,583	21,620	19,973
France	2,022	2,126	17,655	46,073	6,081
Germany	1,105	2,305	76,300	30,633	26,721
Italy	1,031	850	23,349	17,345	19,134
Netherlands	500	368	108,786	29,811	21,936
Other Europe	3,389	3,605	191,803	138,963	76,305
British North America	3,444	1,713	61,936	53,505	49,324
Mexico	6,894	4,061	85,174	68,629	64,182
Cuba	4,796	1,492	24,197	38,350	22,950
Other West Indies and Bermuda	1,385	924	16,284	17,375	15,250
Argentina	835	2,135	16,229	12,781	16,862
Brazil	679	523	7.433	9,853	4,413
Other South America	335	2,799	13,838	9,957	12,804
Japan	3,250	10,270	173,699	78,571	57,803
British Australasia	4,244	5,658	62,759	65,840	57,673
Other Asia and Oceania	1,719	1,292	18,834	11,988	17,471
Other countries	837	690	13.876	5,216	6,542
Totals	$44,763	$47,274	$1,153,397	$884,761	$559,601

Tool for Drilling V Belts.

All users of V belts know the importance, in shortening a belt, of getting the hole or holes for the fastener screws absolutely true, that tear-outs may be prevented. The use of an ordinary belt punch is usually objectionable, as it spreads the hole unduly at one end, thereby causing greater strain on the tight end. To obviate this objection the Majestic Mfg. Co., of Worcester, Mass., have produced the little tool shown by the accompanying illustration, and which is especially designed for drilling V belts and it works with equal accuracy on belts either



three-quarters, seven eights or one inch wide. The main frame is of polished aluminum and the head and screw is of highly finished bronze with the drill set permanently therein. The drill is, of course, operated by turning the thumb screw. For a limited period the tool will be retailed for 50 cents.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

METAL PELLETS IN THE MOTOR

Puzzling Difficulty Follows Supposed Improvement—Curious Results of Using Unsuitable Materials.

They are telling a good story, which is known to be true, of a motorcycle mechanic of some repute in New York. The owner of a multi-cylinder machine who desired to increase its speed left it with this workman with orders to increase its compression. In order to obtain the object sought, the mechanic, as usual, raised the compression by bolting plates of metal to the piston head and for a brief period his patron was immensely pleased. He obtained all the speed he desired. In no time at all, however, he commenced losing not only speed, but compression, and ultimately he was left stranded far from repair shops, his engine having lost all power, and therefore all compression.

Investigation disclosed a lot of mysterious metal "pills" in the motor. Further investigation proved that the metal plates which had been bolted on the piston head had entirely disappeared and that no compression was possible as the gas was going to waste through the bolt holes. The long and short of the story is that the mechanic had cut the plates from aluminum, one of the softest of metals, which under the influence of the great heat of the engine had melted like so much lead.

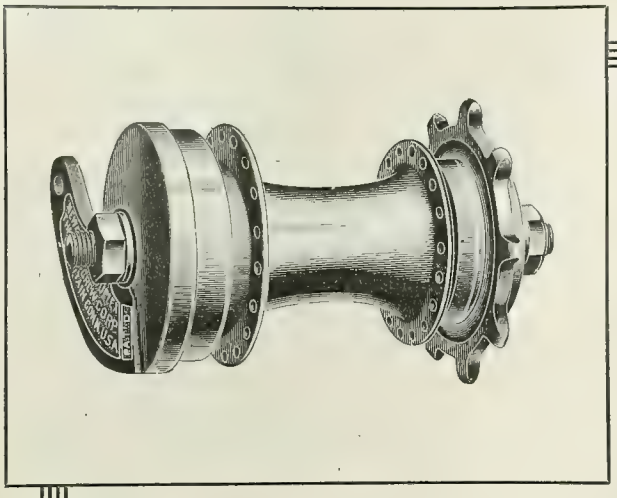
One Cause of Grounding and a Remedy.

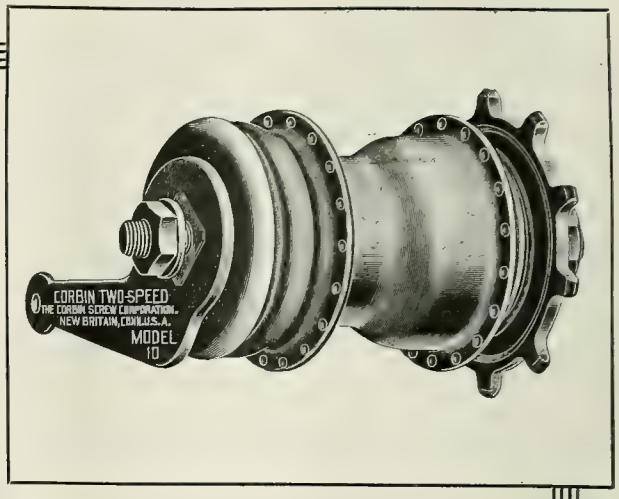
When a worn bushing permits the oil in the engine to work out into the commutator and between the cover thereof and the insulating block thus causing a grounding of the current and consequent misfiring, the trouble can be corrected without dismantling the engine to replace the bushing. This can be done by removing the metal cover of the commutator and substituting one of similar shape cut out of celluloid; the latter material not being a conductor does not offer an avenue for the current to escape.

Marking Location of a Puncture.

When a pucture occurs it is a good plan, before removing the tack, nail or pin, to wrap a bit of tape or cord around the spoke or make a mark of some sort on the rim at the point at which the trouble exists. This simple expedient renders it possible to quickly locate the puncture when the inner tube is removed and makes it unnecessary to remove the entire tube from the shoe in order to find the tiny hole.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.





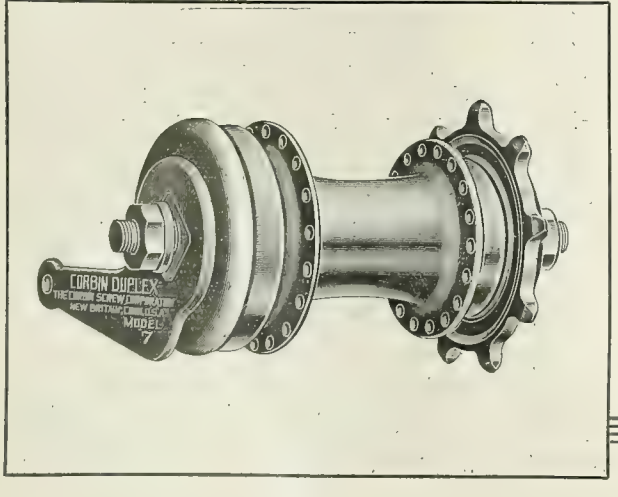
"A man is known by the company he keeps," and, to a very considerable extent, the quality and value of any article is known by the company that makes it.

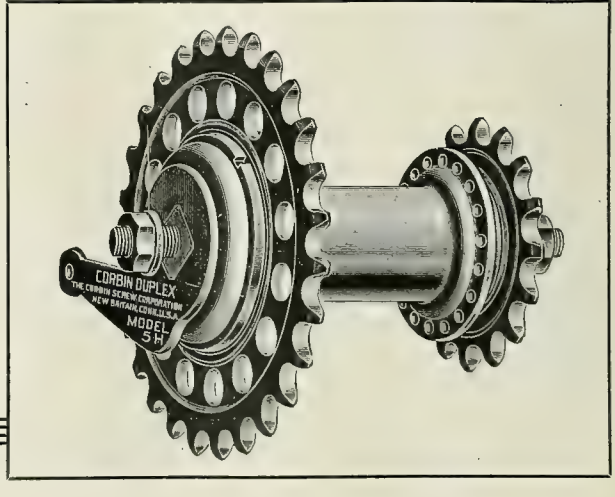
That is why the imprint

"Corbin Screw Corporation

NEW BRITAIN, CONN., U. S. A."

on a coaster brake is and always has been recognized as a safe, sure guide to the all-important truth that the coaster brake is all that it should be. The name Corbin never has been placed on an article of any other sort.





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FOUNDED 1877

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, NOVEMBER 7, 1908.

The Man or the Machine?

Although the event which gave rise to the communication of Mr. William George Rhodes, which is printed verbatim in another column, occurred more than a month ago, and is, therefore, rather ancient history, Mr. Rhodes's statements are not without interest. They fully confirm the opinions expressed by the Bicycling World to the effect that most of those who object to riders changing machines in the course of a motorcycle race are men whose interest in the sport is commercial interest and not the interest of unselfish sportsmen.

With no disrespect to Mr. Rhodes, who fails to remark that he is engaged in the trade, or to the manufacturers or other dealers whom he may have consulted, it may be said that men who are concerned with sports for sport's sake do not formulate programs for the benefit of trade interests, nor do they consult racing men in selecting the officials. They may listen to them respectfully and assimilate and profit by some of their ideas, but there is no reason why there should enter into their considerations the fact that a manufacturer or dealer or competitor may have available one machine or one hundred. The health and permanancy of the sport is the chief consideration to be served and when it is well served, which means when it is unselfishly served, the industry benefits in corresponding measure.

There is but one sport which is dominated by trade interest—automobiling; and, truth to tell, it is rather a sorry sport. Except for a few big, well boomed events, there is nothing left of it. As a track sport it is dead to all practical intents and purposes, and when automobile manufacturers cease to advertise largely and when they withdraw from competitions, as gradually they are doing, there will be no sport left. Those who still engage in it do so merely for commercial purposes, not for love of the sport. All who are truly interested in the future of motorcycling will do well to profit by the automobile situation and will do all in their power to establish their chosen sport on a more popular and more permanent foundation.

The trouble with Mr. Rhodes is a very common trouble—a failure to study cause and effect; a failure to look beyond the immediate moment. He would sacrifice or injure the future for the sake of present and temporary advantage. He views the situation from a commercial and therefore selfish and narrow standpoint, and in doing so he deceives none so much as he deceives himself. If he knows anything at all, he and others who incline to his way of thinking, know that the great green public which fills grandstands and field seats, and renders race promotion possible, does not care a whoop what brands of implements competitors may employ, whether it be a golf stick, a baseball or a motorcycle. The people who purchase admission tickets seek entertainment and excitement. To obtain either they must be able to follow the proceedings intelligently and this they cannot do when men are dropping out and dropping in again at all stages of a race. The spectators certainly do not pay to see men repair tires or belts, or chains, and that sort of thing does not stimulate either the sport or the business. Nor do they flock to witness contests between automatons or pieces of machinery. They go to witness contests between men. Mr. Rhodes's contention to the contrary is more amusing than otherwise, for we are quite sure that if he and other human beings able to read were served with reports of say, the F. A. M. championships in which were given not the names of the riders, but only the names of the machines that won, they would experience deep disgust, and very rightly. And yet such reports would be perfectly logical if Mr. Rhodes really believes what he says.

Of the 15,000 people who witnessed the F. A. M. championships, we doubt if there were 500 who cared what machines the competitors rode or how often they changed them; and practically all of the 500 were either tradesmen or partisans. As we remarked on a previous occasion, it all is a matter of education. If bicycle racing had been "reared" as a competition between machines or tires or both, changes of bicycles or tires might now seem as repugnant to the Rhodes family as do changes of motorcycles. The same is true of practically all other popular pastimes in which the man factor is uppermost. The implement incident to the pursuit of the sport may be as necessary as the man who uses it, but despite the fact, it is of minor importance; "the man's the thing." In the sport of motorcycling, the machine merely is the sportsman's implement. Any effort to give it the dominating position and influence surely will react on the future of the sport.

Possibly it is inevitable that there may arise a considerable controversy as to whether motorcycling is a man-made or a machine-made sport and in that contingency every man who loves the sport for its own sake and who would see it grow and prosper and become deeply rooted will fight valiantly that the man and not the machine shall be the master. The wise men of the trade quickly will recognize that such a stand is best for their interests, too. For the public will remain interested in contests between machine shops on wheels only so long as it is boomed by the press and the dissipation of even this interest will be hastened when it becomes known that programs are arranged or sports are conducted for manufacturing interests.

Because the city council has enacted an ordinance imposing an annual tax of $100 on all public garages in which "automobiles or similar vehicles" are stored, rented or sold, a Louisville (Ky.) motorcycle dealer writes that he fears he may have to relinquish the sale of motorcycles. He wants the F. A. M. to help him. While it is likely that relief may be obtained in Louisville merely by proper explanation to the proper authorities, the instance emphasizes how pressing is the need for a legal definition of motorcycles.

CORRESPONDENCE

Why Rhodes Favors no Change of Machine.

Editor of the Bicycling World:

In the Editorial & write up of your Issue Oct. 17th 1908 the Public & Dealers demanded this 100 mile race without change of machine I as one of the Promotors was personally interviewed by several manufacturers in regard to changing machines & they positively declined to allow their machines to enter, unless the rules were, machines could not be changed, we allowed all necessary repairs to be made on the track, & if you will kindly publish this letter in detail, I will give you all the reasons, the same as I did to the chairman of the Competition committee at the track on Oct 10th 1908 while the 100 mile race was being held. This 100 mile race was given to test the merits of the machines. The idea of comparing a motor cycle race with a base ball, or a Tennis game, is ridiculous, besides in this race in Philadelphia there was no objection to substituting a Handle Bar, new Tire, etc. but there was an objection to throwing everything the whole machine out and putting another in it place. A motor cycle is not a Bicycle, or a Base Ball or Base Ball Bat but a mechanical contrivance & upon it perfect working depends more than the rider, as when it goes down the riders down, not so with the Bicycle it is a matter of the man on the Bicycle who wins the races, Jimmy Michael when I saw him ride & win in his novice race years ago in England on his own machine ran away from the field & continued to win in this country on any make of a Bicycle for any manufacture he rode for It was the man mostly as he could do as well, at that time on any high grade machine. The motor cycle compares with the automobile & who would think of permitting the changing of automobiles in a long distance contest The machine which wins gets more credit than the Driver in an Auto contest

The greatest point in not allowing a change of machines is this, viz We had in this 100 mile 4 manufacturers & one in Particular in Phila who makes a small number of motor cycles in a year enter in this event with only one machine & Mr C Bradley & Mr A H Hilaman & showed to the public that they had confidence in their motor cycle & were pitted against other manufacturers who entered 4 machines which made their chances only 1 to 4 & what chances would they have had & would they have entered this race if we had allowed certain manufacturer's who can afford to have a Dozen machines ready on the track to have them burned up & use one after the other in case one or the other does not stand up, & can afford to win races by having unlimited capital to the detriment of these small manufacturers who helped us to make this race a success by entering one machine, The Editorial is only written for the Large manufacturers not for the Public & small makers how could the small manufacturers like I have named who supported us here afforded to send a Dozen machines & riders all over the country, & would not they had a great deal of glory if these small makers had won this 100 mile race, by them having an equal chance, machine for machine, & what would the public have said, that is the machine I will buy it can go the distance without any trouble & that is what I want, The reason the manufacturers entered this race was a business proposition & the winning machine has had all the glory by winning, on one machine & the advertising the maker has got out of it ought to settle this question that machines could not be changes during a race, Every manufacturer is interested is getting a reputation for his product more than in the rider he pays for riding, & if it was not largely a Trade matter the makers would not go to the expense and the riders would not be there I had 3 riders in the event one from the factory and Two Local boys who ride for the sport

It seems to me that the Bicycling World should not criticize this race in Phila they should promote harmony & good fellowship in general for the benefit of the F A M & the motor cycle Industry, as for the management of the race While we could not get any Police it being Founders week, was better managed than some F A M meets, and at any rate it was characterized by a spirit of good fellowship denoting fine sportsmanship, springing from the fact that the riders as well as those in attendance felt that they were getting a square deal, and when a famous rider came up to me & said we want this race offical I asked him if he would like to have some of his representatives in the judges stand The audience was most orderly & the track was clear up to the end of the race when the excitement naturally got the best of the crowd to see the first & second men. In Philadelphia the cry has been run a 100 mile race all season & show which machines can stand up & we have done it & every agent here is satisfied I having personally asked them & they as well as other manufacturers have promised next year to enter their respective machines which proves that our ruling is correct. & the stand the Bicycling world takes is wrong, as the races in Philadelphia are stimulating the motor cycle business & the only way racing will be successfull here will be our motto one machine with one Rider & they all will have a chance & that the Public go to see the performance of the machines more so than the rider.

WM GEO RHODES, Philadelphia.

Unusually Short Lived Batteries.

Editor of the Bicycling World:

Can you tell me how to solve my battery problem? I have been riding a motorcycle for more than a year, and have never been able to go more than 60 miles on one set of dry batteries. I have been using the Columpia No. 6 most of the time. I have a 6 to 1 gear. There have been no short circuits, or leaky wires, and I keep a light, short contact at the commutator. At this rate batteries have been costing more than 1 cent per mile, which is about four times as much as manufacturers claim will run their machines, including gasolene and oil, not counting the trouble of changing batteries, and getting caught away from home by "ginned" batteries. Can you tell me how many miles a set of dry batteries generally run a motorcycle, and what is the trouble with mine?

ROBERT G. McCOY,
Circleville, Ohio.

[Despite your disbelief, it is quite evident that your trouble is an almost constant short circuit. The average battery on a single-cylinder machine should last from 800 to 1,800 miles. It is almost incredible that you cannot obtain more than 60 miles. You had better examine your battery box and make sure that it has not slipped and is not grounded and that no metal part of it comes in contact with any metal part of the coils. If they are properly protected, test your machine in a dark room. There is metal to metal in contact or in close proximity somewhere, and the dark room test may disclose the point of leakage.]

COMING EVENTS

November 2-7, Paterson, N. J.—Eight hours a day six days race in Fourth Regiment Armory.

November 7-8, New Orleans, La.—Motorcycle races at fair grounds track.

November 8, Baltimore, Md.—Crescent Bicycle Club's postponed 11-miles handicap road race; open.

November 15, Bakersfield, Cal.—Motorcycle races.

November 16-21, Boston, Mass.—Ten hours a day six days race in Park Square Coliseum.

November 24, Baltimore, Md.—Carroll Cyclers' first annual hometrainer meet in Hazazer's Hall.

November 26, Valley Stream, N. Y.—Long Island Division, Century Road Club Association's 10 miles handicap road race; open.

December 14-19, New York City.—Annual six days race in Madison Square Garden.

January 16-23, New York City—Motorcycle section, Association Licensed Automobile Manufacturers' show in Madison Square Garden.

February 6-13, Chicago, Ill.—Motorcycle section, National Association Automobile Manufacturers' show in Coliseum.

March 6-13, Boston, Mass.—Motorcycle section, Boston Automobile Dealers' Association's show in Mechanics Building.

GOERKE AND HUYCK THE CHAMPIONS

Brooklynite Captures Two F. A. M. Titles and Chicagoan One—Racers Hedged in by Heedless Thousands.

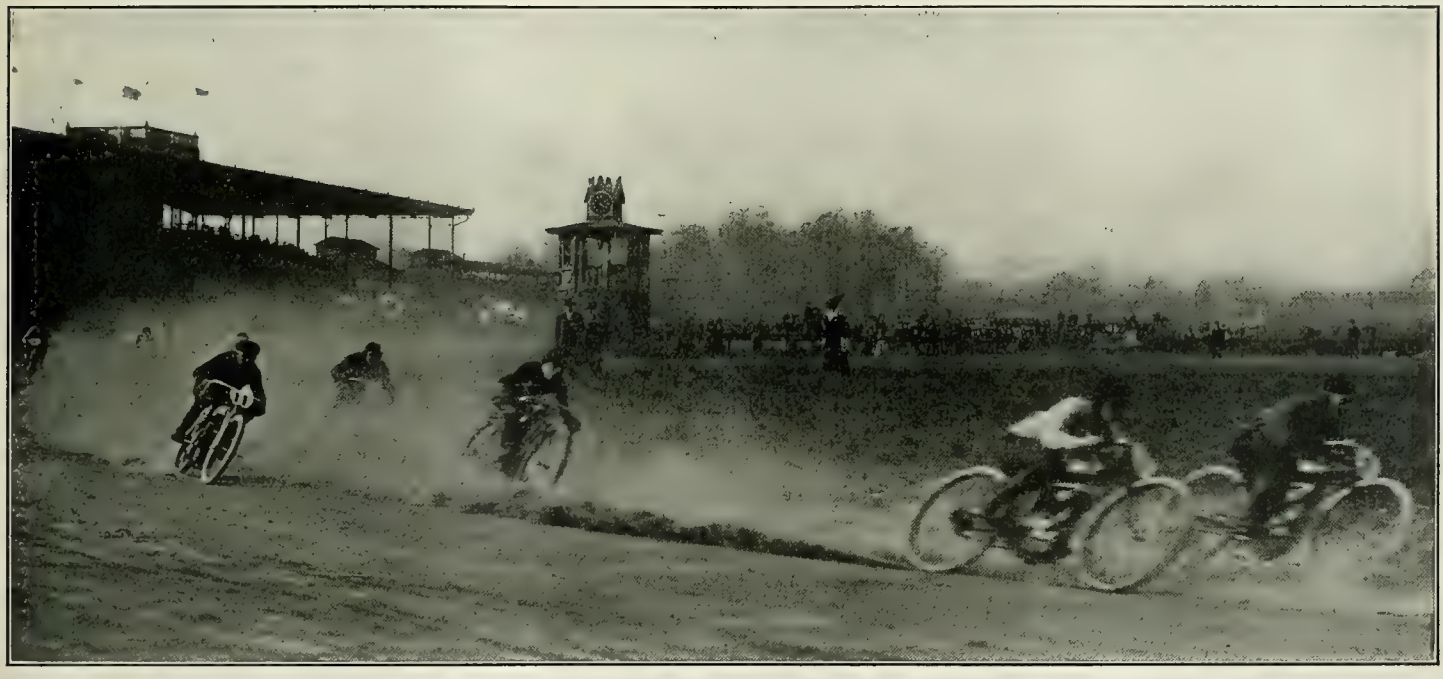
There were two occasions for rejoicing on Tuesday afternoon last, Election day, 3d inst. The Aeronautic Society of New York had reason to congratulate itself for having secured the saving influence of the Federation of American Motorcyclists' national championships at its first exhibition and tournament at the Morris Park course and the contestants had cause to thank Providence that they escaped with whole skins and unbroken bones, for the great horde of 15,000 spectators was uncontrollable and crowded upon and crossed and recrossed the track while the events were in progress. As a result of the meet Walter Goerke, of the Linden Motorcycle Club, Brooklyn, N. Y., won both the five and ten miles national championships, while Fred Huyck, of the Chicago Motorcycle Club, captured the title in the mile event.

The motorcycle part of the program saved the Aeronautic Society from promoting what otherwise would have been a fizzle of the superlative degree, for in only one instance did one machine that was designed to fly, get above the ground, and that attempt resulted disastrously for both the machine and its manipulator. While all of the motorcycle races were runaways, the fast pace attained, considering the condition of the track, and the daring of the riders in going at express train speed through lanes of spectators, compensated for the disappointment occasioned by the stubborn refusal of the air machines to soar.

One of the pronounced features of the meet was the enormous crowd that flocked to the rejuvenated Morris Park course. There were approximately 15,000 people present and the marshals detailed to keep everyone except the officials from the track displayed about as much intelligence in the performance of their duty as a piece of swiss cheese would have done. They were almost as useful as were the Irish Volunteers and country constables during the Vanderbilt race. A large majority of the beribboned marshals seemed to think they were there to look ornamental and regarded their signs of officialdom merely as admittance badges. Before the racing began and after mighty effort, the crowd was forced behind the rails and the marshals instructed to keep them there. When the first race was called, the "volunteers" were more anxious to see the sport than to be helpful and actually led the crowd onto the track. Other officials mounted on motorcycles ran up and down the track in a vain effort to keep the crowd back and several times they rode in the reverse direction and courted several tragedies. The once famous track had been abandoned for racing purposes and had been partly restored for this occasion. The fence is down in many places and the news spread quickly through smallboyland; of the big crowd, perhaps one-quarter were small boys, who paid nothing for admittance.

With two or three thousand or more people on the track while the motorcycle events were in progress it is small wonder that two ignorant little canines wandered onto the track while two events were in progress. In the ten miles championship one little mutt got out on the course just as a half dozen machines were rounding the upper turn. The crowd tried to shoo the dog away instead of catching it, and the result was that the animal ran around like a chicken with its head off. It dodged between somebody's legs just as Goerke flew past going nearly a mile a minute. An unknown young man displayed human intelligence when the second dog started to promenade on the track. He grabbed the canine by the collar and carried it off the course. The unknown young man deserves a medal.

An even dozen riders breasted the tape for the start of the five miles championship, and Walter Goerke, on a 7 horsepower Indian, made the best getaway.

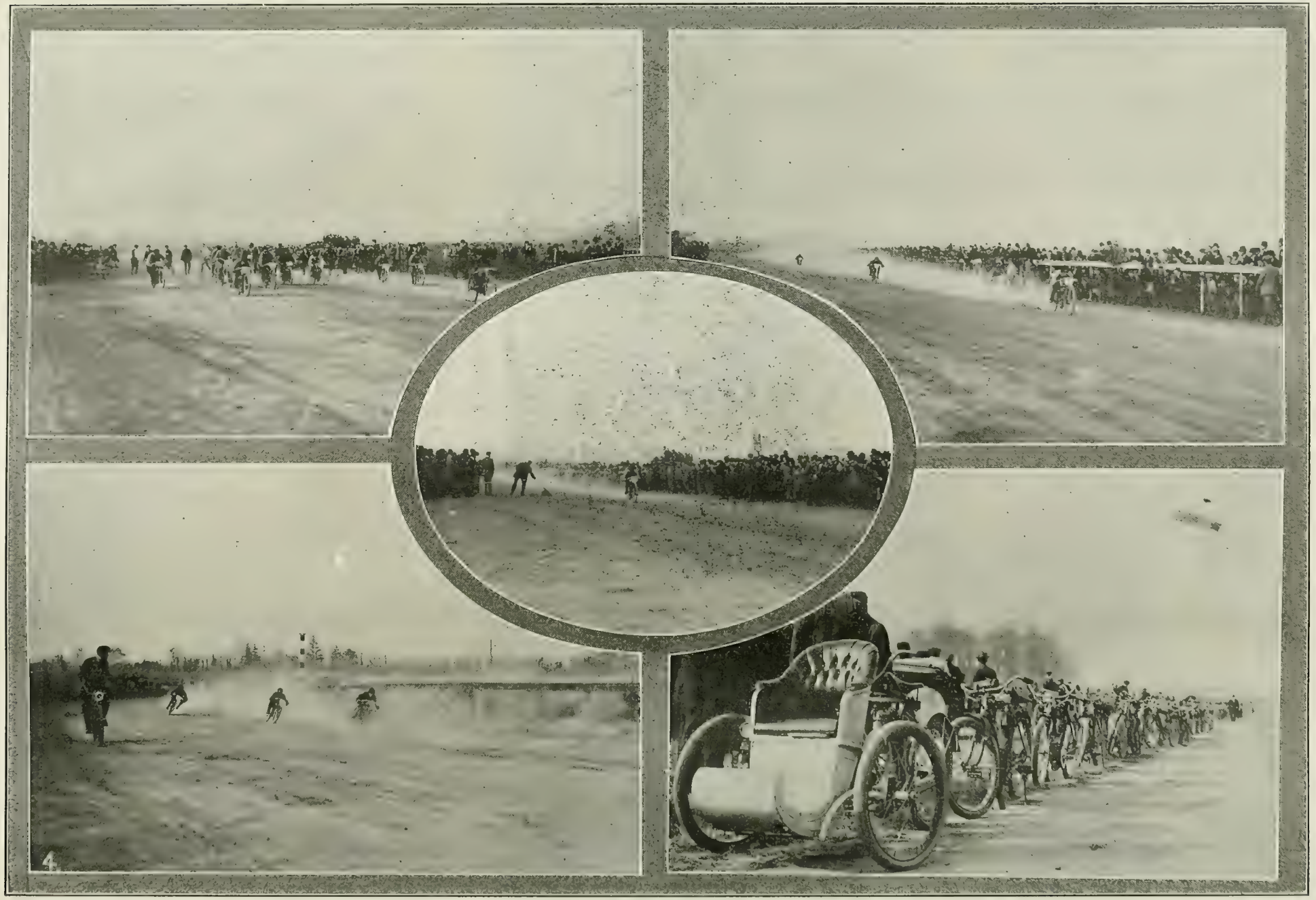


ONE OF THE FEW EXCITING MOMENTS—FIGHTING FOR THE LEAD IN THE FIVE MILES CHAMPIONSHIP

Goerke was followed by Huyck, Kellogg and Chapple, all on Indians, but a broken wire put Kellogg out of the running on the backstretch of the first lap. Goerke led at the ending of the mile, trailed by Huyck, Chapple, Voelker and Robinson. The last named gave way to Wm. Bewley, of Reading, in the second lap, but after that the position of the first five men was never changed, Goerke winning handily by a hundred yards over Huyck, with nearly a quarter mile of dust separating the Chicago record holder and Chapple. Fred Voelker, on an N. S. U. was fourth. Goerke's time by miles was 1:09, 2:10⅗, 3:14⅗, 4:17⅗, 5:22⅗. W. H. Wray, W. J. Kluczek, Edward Swain, George Ruck, William Bewley and W. H. Robinson were numbered among the also rans.

Robert Butler, on a 3½ horsepower R-S with auxiliary ports insisted upon starting in the three miles for private owners, although told by Referee Douglas that he would be disqualified. Butler had a metal

SCENES AT THE F. A. M. CHAMPIONSHIP MEET AT MORRIS PARK ON ELECTION DAY



1. Goerke Winning the Five Miles Title. 2. The Start of a Championship Battle. 3. Goerke Spreadergling the Field in the Ten Miles Event. 4. Huyck Leading in the Mile Championship. 5 A Few of the Motorcycles in Evidence.

plate fitted over the auxiliary port holes and while the race was in progress it worked loose and dropped almost at the feet of the referee. When Butler finished first, a hundred yards in front of J. L. Dietsch, Jr., of the Linden M. C., Brooklyn, on a 3½ horsepower Merkel, Referee Douglas promptly disqualified him. Watson J. Kluczek, of West Orange, on a 3½ Harley-Davidson, finished in third place, 100 yards behind Dietsch, who was awarded second place. W. H. Stubner, 3 R-S, who finished fourth, came into third place. Butler's time was 4:16⅗.

With the exception of Edward Swain, the starters in the mile championship were the same as in the five miles event. Huyck got away in the lead and improved his position by rounding the first turn ahead of Goerke, who led Kellogg, Chapple and Robinson. This position was not upset throughout and Huyck crossed the line 50 yards ahead of Goerke, who led Kellogg by about 20 yards. Chapple was fourth and Robinson fifth. The time was 1:10⅗.

Goerke tried to beat the gun in the ten miles championship, but was called back and in the actual start Huyck and Robinson beat him in the getaway. This was the most spectacular event of the day. Goerke passed Huyck and Robinson in the first mile, but the first pair kept up a running fight for more than four miles, until the Chicagoan was put out by a broken chain. Kellogg in the meantime had got clear of the "rabble," and when Huyck was eliminated in the fifth mile, Kellogg moved into second place. Goerke's riding was spectacular. He did not slow up on the turns and gave the crowd plenty of thrills as he rounded them, leaning at an angle of more than 45 degrees. Goerke was never headed and he lapped every one in the race except Kellogg and Chapple, winning from the former by a half mile. Voelker finished fourth and Robinson fifth. Goerke's time by miles was 1:12⅕, 2:14⅕, 3:17., 4:20⅗, 5:25, 6:28, 7:35⅘, 8:37⅕, 9:42⅘ and 10:45⅗.

The placed men in the championships all rode Indians fitted with Morgan & Wright tires.

The event that brought out the only real race of the meet was the five miles semi-consolation, for those who did not get a place in the championship, and any others who might care to ride. Fred Voelker was regarded as the likely winner, but he fell on the second lap. George Ruck, on an Indian, led at the ending of the first mile, followed by Voelker and Butler. Ruck quit in the second mile and Butler assumed the lead, closely followed by Edward Swain. At the beginning of the last mile Butler had the position, but Swain got moving on the backstretch and passed. The finish between them was the closest of the meet, Swain winning by 40 yards. The real race, however, was between W. F. Stubner on an R-S, and Watson Kluczek, on a Harley-Davidson. In the first mile Kluczek led Stubner by a half length, but in the succeeding miles less than a length separated them at any stage of the race. Stubner passed Kluczek in the second mile, only to lose the lead in the succeeding lap, but the ending of the fourth mile saw Stubner again leading by an eye-lash. In the final stretch he managed to pull away by inches and won third place by a foot more than a length. The summaries:

Five miles F. A. M. national championship—Won by Walter Goerke, Brooklyn,



FRED HUYCK, ONE MILE CHAMPION

(7 Indian); second, Fred Huyck, Chicago, (7 Indian); third, A. G. Chapple, New York City (7 Indian). Time, 5:22⅖. Also ran, W. H. Robinson (5 Indian), Stanley T. Kellogg (7 Indian), Harold P. Shay (6 N. S. U.), Fred Voelkner (7 N. S. U.), William P. Bewley (7 R-S), George Ruck (5 Indian), Edward Swain (6 N. S. U.), W. H. Wray (6 Simplex), and Watson J. Kluczek (3½ Harley-Davidson).

Three miles for private owners, single cylinder machines not exceeding 30½ cubic



WALTER GOERKE, FIVE AND TEN MILES CHAMPION

inches, without auxiliary ports—Won by J. Dietsch, Jr., Brooklyn (3½ Merkel); second, Watson J. Kluczek, West Orange (3½ Harley-Davidson); third, W. F. Stubner, New York City (3 R-S). Time, 4:16⅗. Robert Butler, 3½ R-S, finished first but was disqualified for having auxiliary ports.

One mile F. A. M. national championship—Won by Fred Huyck, Chicago (7 Indian); second, Walter Goerke, Brooklyn (7 Indian); third, Stanley T. Kellogg, Bridgeport, Conn. (7 Indian). Time, 1:10⅗. Also ran, Chapple, Robinson, Shay, Voelker, Bewley, Ruck, Kluczek and Wray.

Ten miles F. A. M. national championship—Won by Walter Goerke, Brooklyn, (7 Indian); second, Stanley T. Kellogg, Bridgeport, Conn. (7 Indian); third, A. G. Chapple, New York City (7 Indian). Time, 10:45⅖. Also ran, Robinson, Shay, Bewley, Ruck, Swain, Butler, Kluczek and Huyck.

Five miles, open to all except placed men in the championships—Won by Edward Swain, New York City (6 R-S); second, Robert Butler, Jr., New York City (3½ R-S); third, W. F. Stubner (3 R-S). Time, 7:17. Also ran, Kluczek, Voelkner, Ruck and Bennett.

Matinee Meet at Morris Park.

The closed club races of the New York Motorcycle Club on the Morris Park track on Sunday last, 1st inst., attracted good fields of starters and at least one of the events—the ten miles for machines not exceeding 30½ cubic inches—furnished the shivering spectators at least a glow of excitement that tempered the chilling wind. In this event, E. L. Ovington (5 F. N.) and Walter Goerke (3½ Indian) had a stirring brush for six miles when Ovington had trouble with his oil pump and Goerke went ahead and won easily in 14:26⅖. A. H. Bartsch (4 N. S. U.) finished second and Ovington third. A. G. Chapple (6 N. S. U.) handily gathered in the other two events—ten miles for multicylinders and a miss-and-out race, in which the last man on each lap was called off. The latter contest went for seven miles. Summaries:

Ten miles for machines not exceeding 30½ cubic inches—Won by Walter Goerke (3½ Indian); second, A. H. Bartsch (4 N. S. U.); third, E. L. Ovington (5 F. N.). Time, 14:26⅖.

Ten miles for multicylinders—Won by A. G. Chapple (6 N. S. U.); second, W. H. Robinson (5 Indian); third, J. Schleicher (5 Antoine). Time, 12:01⅕.

Miss-and-out race—Won by A. G. Chapple (6 N. S. U.); second, W. H. Robinson; third, Walter Goerke. Distance, 7 miles; time 9:40⅕.

Motorcycle Race at Driving Club Meet.

One motorcycle event was included in the program of the Westchester Driving Club's meet at the White Plains (N. Y.) half mile track on Saturday afternoon last, 31st ult. Three riders started but an unknown from Mamaroneck withdrew after going three laps. The race was won by William A. Ford, Curtiss, who covered the distance of 10 miles in 17:37. Melville Potter, on an Indian, finished a close second.

FIRST—ALL THE RECORDS

THAT CONSTITUTES T

Morgan & Wright

It was the first time, too, that they ever had t
although in endurance contests and in everyday
their superior wo

ALL THE RECORDS FROM ONE TO 61 MILES

including, of course, the flying mile, the standing mile and the hour record, 61 1–5 miles, made at

Detroit, October 21-24, 1908

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Motorcycle Tires

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ALL THE CHAMPIONSHIPS, ONE, FIVE and TEN MILES
(and first, second and third places in each) run at the F. A. M. National Championship Race Meet in
New York City, November 3, 1908

Way the Wind Blows

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GAN & WRIGHT YEAR

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T, DETROIT, MICHIGAN

FIRST—ALL THE RECORDS

NOW—ALL THE CHAMPIONSHIPS

THAT CONSTITUTES THE ACHIEVEMENT OF

Morgan & Wright Motorcycle Tires

It was the first time, too, that they ever had tried either for the records or the championships, although in endurance contests and in everyday use they already had fully and firmly established their superior worth as road tires.

ALL THE RECORDS FROM ONE TO 61 MILES

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Straws Show Which Way the Wind Blows

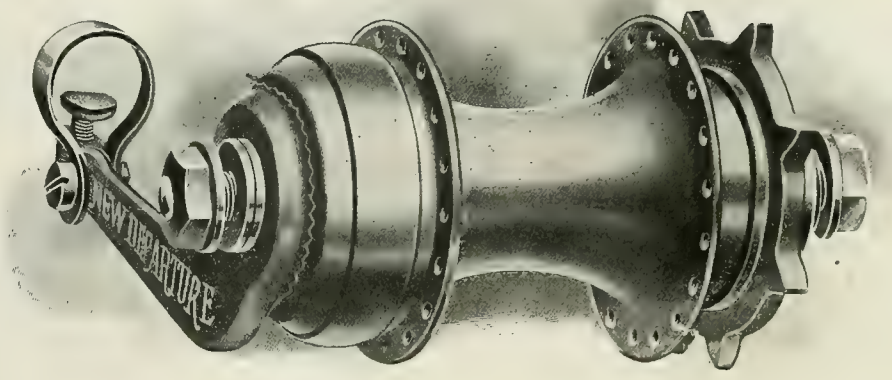
When the "straws" are as substantial and as conspicuous as these records and these championships, no further indications are necessary.

1909 WILL BE A MORGAN & WRIGHT YEAR

"They'll all be using them then." There's no way of holding down proven superiority.

MORGAN & WRIGHT, DETROIT, MICHIGAN

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WRITE FOR 1909 CATALOG
AND ADVERTISING MATTER

The New Departure Mfg. Company,

KING STREET, BRISTOL, CONN.

AUSTRALIAN OUTSPRINTS AMERICAN

Clarke Trounces Kramer in Team Match at Newark—Moran Wins Exciting Half-Mile Heat Race.

There is an old adage which runs, "and last is best of all the game." It might well be applied to the season's curtain-drop meet at the Newark Velodrome, Sunday last 1st inst., when a crowd of 4,000 frenzied spectators saw A. J. Clarke, the Australian sprint champion, decisively defeat Frank L. Kramer, who holds the corresponding title in America. Floyd McFarland was Clarke's team mate and Fogler tried to help Kramer to victory, and it was McFarland's pronounced exhibition of gray matter and little Clarke's marvelous speed that brought about the defeat of the champion.

By all established precedents heavy frost should have descended upon the closing meet of the season, for it was far too cold to enjoy racing, and only the brilliant riding of Clarke and McFarland and the unexpected rejuvenation of James J. Moran, the impressario of the Newark Velodrome, compensated the crowd for its cold outdoor sitting.

Every other place in Newark except at the Velodrome the natives had begun to prepare for an early winter. "Peewee" Murphy, once a trainer but now a landlord and papa, and who lives near the track, had two weeks before removed the rubber plant from the front porch to the parlor; Pat Walsh, the wet goods dispensor across the street, spent all the morning polishing his hot rum outfit; Justin Simonet, three doors from Pat's and directly opposite the box office, had only two days before applied his winter underwear and remarked carelessly to Jimmy Moran that he should do the same if he didn't wish to take cold and get the grip, pneumonia, appendicitis, blood-poison or something else; the Newark small boys were searching in the attic for last year's skates and—in fact almost every German native son, and daughter, and cousin in Newark was preparing for the frigid months except Mr. Bowen and Mrs. Bowen and Jimmy Moran and Mrs. Moran and Van Riper and the redheaded ticket taker at the bicycle track.

There is one thing that may be said in favor of Newark. With such a preponderance of the male residents, brewers or street car conductors, they are able to purchase winter overcoats. The meet showed that the only people who have to shiver until almost time to begin the fowl Tranksgiving Day decapitation are the bicycle riders and newspaper writers. It also showed the advance styles in winter underwear and bath robes, exhibited on the model figures of the riders. There is no question but that it is going to be a colorful winter—in underwear and bath robes. Floyd Krebs was the observed of all. He wore limb coverings of pale salmon, surrounded by crushed strawberry stripes, au singsing, or trenton, or wherever one's State penitentiary happens to be; Clarke's limbings were embroidered with his native flower, the kangaroo; Devonovitch didn't wear any because his whiskers kept him warm; Hollister wore invisible B. V. D.'s; McFarland had to piece his garments with Irish point lace because of the exceeding length of his pedalic appertainments, while those affected by Anderson, Samuelson, Williams, Cameron, Kramer, et als., ran the color gamut from lemon meringue to burnt rhinoceros. And the bath robes? The less said about them the better, for there were some truly wonderful creations. Kramer wore the most modest, while Moran brought up the extreme with an abbreviated one of pale blue flannel skithered with white and gray exclamation points. But to get to the racing:

Naturally the team match race between McFarland and Clarke on one side and Kramer and Fogler on the other was the choice tidbit of the final meet of an exceptionally successful outdoor season. For the first time since he came east Clarke really showed what he can do when he has confidence. With McFarland as his mentor he felt sure that he could defeat Kramer, and a trouncing was the champion's portion, but he took it good-naturedly. McFarland's generalship was notable in the second heat, while Fogler might just as well not have been in the race for all the good he did Kramer.

Both heats were at one mile and the line-up in each from the pole out was McFarland, Clarke, Kramer, Fogler. The pace was slow in the first heat and most of the jockeying consisted of Fogler trying to switch McFarland, so that when the time came to sprint Kramer could go through on the pole while Clarke probaby would have to ride around both McFarland and himself. That is just what did happen for on the beginning of the last turn Fogler rode McFarland and Clarke high on the bank while Kramer went through on the pole.

At that time Clarke appeared hopelessly beaten, but the surprise was yet to come. The little Australian got loose from McFarland, passed him and Fogler, started after Kramer, then some yards ahead and sprinted with every ounce that was in him. With every revolution of the pedals the Australian "rocket" gained. He finally tagged the American fifteen yards from the tape, and won by three-quarters of a length.

In the second heat McFarland and Clarke got the pole and Fogler tried to bear down on his opponents. Once he rode so close that Clarke was compelled to put out his hand and push him away. Fogler pursued this method so long that McFarland finally tired of it and so carried Fogler and Kramer high on the bank, riding so close to the outside fence that the other two were compelled to back out to avoid a collision. In the fifth lap Fogler tried to carry McFarland and Clarke to the outside of the high bank. He did so, but McFarland very wisely shot down, with Clarke on his wheel, between Fogler and Kramer, and completely separated the latter pair. This was the signal for the race to begin in earnest and Kramer was practicaly beaten from that moment. On the last turn Clarke went around McFarland and with a sprint that was unbeatable passed Fogler in the homestretch. Kramer sprinted like mad but he could not catch the flying Clarke, who won by a length and a half, although he did get in home ahead of Fogler.

There was not a hiss after the race but Clarke received perhaps the greatest ovation that has been accorded any rider at the velodrome this season, while McFarland came in for a large measure of applause, for the crowd recognized that his generalship had won the second heat for Clarke. Men and women stood on the seats and yelled themselves hoarse. Clarke seemed pleased with his victory, while Kramer took his defeat philosophically.

The half mile professional open, run in three trial heats, a repechage and two final heats, the first two in each heat competing in the first final and the third and fourth men in the heats in the second final heat, proved one of the best open races of the year. The first trial heat brought a finish between Fred Hill, Samuelson, Ashurst and Saxon Williams so close that judging was difficult, and the second heat, in which Rupprecht, DeMara, Cameron and Hollister qualified, was almost as close. The third heat let Krebs, Billington, Walker and Goerke into the final heat, while Drobach and Moran qualified in the repechage heat for unplaced men in the trials.

The final for second and third finishers in the preliminary heats was the first final to be decided and Hollister looked a winner ten yards from the tape. He wobbled, however, and Moran had just enough sprint left in his legs to get the decision by three inches. Fred Hill made an excellent effort in the final heat for first and second finishers in the trials but Floyd Krebs uncorked a great sprint in the last half lap and passed the young Bostonian. He won by a length with Drobach, Hill and Billington close up in the order named.

Krebs was compelled to quit in the fourth lap of the three miles handicap and DeMara was put out of the running by a broken chain shortly afterward. At the beginning of the last mile Drobach assumed the premier position and he led until the bell lap, a fall just before that eliminating some of the riders. Wiliams started his sprint one lap to go, with Moran on his wheel, but in the last stretch George Cameron unlimbered and beat Moran by inches. Rupprecht was third and McPartland fourth according to the judges, although it looked different.

Henry Vanden Dries finished first in the amateur one-third mile open but was disqualified for cutting inside the pole line, al-

though Alfred Halstead, who finished second and was awarded first prize, did the same thing in the homestretch. Louis Owens thereby got third and Maurice Vanden Dries fourth. In the two miles handicap Courtney Peer delivered a winning sprint and beat Halstead by three-quarters of a length with Maurice Vanden Dries third. Carmen had a bad fall in the last lap and was skinned considerably about the arms and legs. The summaries:

One-third mile open, amateur—Won by Alfred Halstead, Sacramento; second, Louis Owens, National T. V. W.; third, Maurice Vanden Dries, Lakerim A. C. Time, 0:45. Henry Vanden Dries, Lakerim A. C., finished first but was disqualified.

One-half mile repechage, professional—Final heat for first and second finishers won by Floyd Krebs, Newark; second, Peter Drobach, Boston; third, Fred Hill, Boston; fourth, Teddy Billington, Vailsburg. Time, 1:02⅘. Final heat for third and fourth finishers won by James F. Moran, Chelsea; second, C. L. Hollister, Salt Lake City; third, Saxon Williams, Salt Lake City; fourth, O. Goerke, Brooklyn. Time, 1:02⅘.

Two miles handicap, amateur—Won by Courtney Peer, National T. V. W. (80); second, Alfred Halstead, Sacramento (scratch); third, Maurice Vanden Dries, Lakerim A. C. (100). Time, 4:39⅘.

Three miles handicap, professional—Won by George G. Cameron, New York City (80); second, James F. Moran, Chelsea (90); third, Edward Rupprecht, Newark (60); fourth, Hugh McPartland, Boston (175). Time, 6:34⅗.

One mile team match between A. J. Clarke and F. A. McFarland, and Joe Fogler and Frank L. Kramer—First heat won by A. J. Clarke; second, F. L. Kramer; third, J. Fogler; fourth, F. A. McFarland. Time, 3:15. Second heat and match won by A. J. Clarke; second, Frank L. Kramer; third, Joe Fogler; fourth, F. A. McFarland. Time, 3:05⅘.

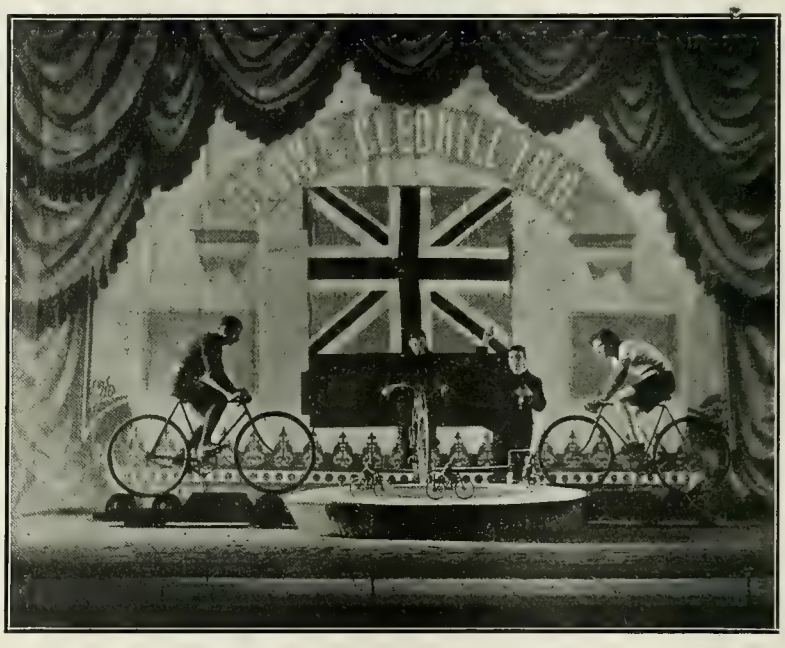
Thanksgiving Dinner at End of Road Race.

Although general indications pointed otherwise, there will be a Thanksgiving Day bicycle road race in the vicinity of New York, the Long Island Division, Century Road Club Association having this week announced an event for November 26th. It will be a 10 miles handicap, and it is understood that an effort will be made to break the American record of 23 minutes 53 seconds. This may be accomplished as the promoting organization is offering but one prize to each rider who finishes, which should make a fast race, as the scratch men will have to finish well up in order to get any prizes. The race will start at noon on Thanksgiving Day and while this may seem an odd time to start a race, it is explained that Tom West, the Valley Stream hotel man, will have a Thanksgiving dinner ready for the riders when they finish. Entry blanks may be secured from Emil Greenbaum, 1745 Broadway, Brooklyn.

TWO "CHAMPIONS" ON STRIKE

They Add Ginger to the Home Trainer Contests at Lincoln Square Theater—Davis Issues a Challenge.

New York had just begun to take on its usual calm after the taxicab strike, and the red devil wagons were industriously churning the pure early morning air from Churchill's to Harlem without fear of being halted by a volley of missiles in the shape of brick bats, old shoes and campaign literature, when what should happen but another "strike"—not a taxicab strike, but a home trainer strike.



MOTOR PACED RACING ON HOME TRAINER

It broke out last night at 1940 Broadway, which is surrounded on all sides but the front by Blaney's Lincoln Square Theater; there is nothing on the front except the swinging doors, the pavement and occasional passersby.

In order to give a clearer idea of the cause of the terrible strike it is necessary to drag the muck-rake over the preceding part of the week. Bob Gledhill, Bill Davis and Sir Frank Roland landed here last week from the London Pavilion with a home trainer act that is all to the lemon meringue. To stir up interest among the local roller riders Manager Schlessinger, of the Lincoln Square Theater decided to offer prizes for the amateurs who should carry off the highest honors during the week.

Schlessinger's troubles started at the first gun. First appeared on the scene a Harlem rider, who announced himself as the home trainer champion of America. Scarcely had he been invited into the dressing room than a Brooklyn rider hove into view. He introduced himself as the home trainer champion of America. Then the two champions got together and called each other the undressed English of the word prevaricator and agreed to ride each other a match race. Let the Harlem champion be known as Bosco Brahma and the Brooklyn king-pin as Jabe Hawksin. The former got walloped.

The grand denouement came on Friday night. Bosco and Jabe didn't particularly care for a gold watch and whatever else was offered as a prize so they went to Manager Schlessinger, so the story goes, and asked him for the cash, explaining that they would purchase whatever prize they desired. The manager of the theater conferred with the Davis-Gledhill trio and all bets were off.

Last night about an hour before the scheduled time for the races, Bosco and Jabe appeared on the scene and gently let it be known that they were on a strike. A couple of Western Union message chasers appeared soon after and asked if they could ride. The striking pair nearly scared the messenger chasers out of what growth ciragets had left them. Did the messengers belong to the Union, the Bicycle Racing Union? No? Well, by golly! if they tried to ride they would be arrested and thrown into jail and other horrible things might happen. And to employ the vernacular the messengers beat it.

W. E. Davis, by the way, is an old time hometrainer rider and claims to have defeated Moran, MacLean, Stinson, Caldwell, Walthour and other cracks some years ago at Boston. He has issued a challenge to any professional rider to meet him at any distance. The act will remain at the Lincoln Square theater next week and will then be two weeks at the American. Several innovations are planned. The Jones Speedometer company, it is announced, will attach an enlarged model speedometer to the apparatus to show the rate of speed traveled, and an Indian motorcycle will be used to pace the time trials.

BUTLER MAKES ANOTHER BIG WIN

American Pace Follower Leads Darragon in Gruelling 50 Kilometers Race at Paris—Walthour Gets Third.

Following his brilliant performance of October 18th when he defeated Ryser, Darragon, Contenet, Lapize and Wills at the closing outdoor meet in Paris, Nat Butler, the veteran American pace follower, scored another signal victory the following Sunday, October 25th.

The occasion was the initial meet at the winter track and Butler went against Darragon, Ryser and Walthour in the Prix Stephane, a 50 kilometers race behind the big motors. Butler defeated Darragon by only 20 yards in a distance of 31 miles, a finish so close that enthusiasm was rampant until the crack of the gun. Walthour finished 2½ laps behind, and Ryser quit before the finish. The time was 37 minutes 35⅕ seconds.

There is not a quicker starter in the world than Gus Lawson, Walthour's pace maker, and he got his man off a half lap in advance of Darragon, with Butler bringing up the rear. Darragon rode hard from the start and in four laps had passed Walthour. The pace was so fast that Darragon soon passed Ryser and then Walthour and although the American tried valiantly he could not withstand the rush of both Darragon and Butler, who lapped him 2½ times before 10 kilometers. At this point Butler was in second position, and was 100 yards behind Darragon.

At 12 kilometers Walthour passed Ryser and Darragon tagged the world's champion soon after. The Frenchman kept right on and got Walthour, with Butler at his heels.

Walthour began to swing into stride after 25 kilometers, at which point Darragon led Butler by about 100 yards. Butler began to force the issue in the next few kilometers and after a running fight lasting several laps he passed Darragon at 42 kilometers, while Walthour in the meantime had passed the French champion. The last 10 kilometers was one of the finest races ever seen on the winter track. Darragon tried many times to pass Butler, but the American held him off every time. Butler finally won by 20 yards, with Walthour 2½ laps behind for third place.

Several other important races were decided at the same meet, among them being the Prix Good, a 6 miles scratch race for foreign riders. Henri Mayer, evidently is more at home on French tracks than he is on American saucers, for he was able to put up a good fight against Thorwald Ellegaard, being defeated by only a half length. Otto Meyer was third, Heller fourth and Gardellin fifth.

One of the surprises of the meet developed in the Prix Fournier, a race at the same distance, for French riders when Charlot jumped a half lap to go. He never was overtaken and Friol had to trail in 200 yards behind. Thuau was third, Comes fourth and Devoissoux fifth.

Eight trial heats of the Grand Prix D'Ouverture were also decided, the heat winners being Gardellin, Otto Meyer, Walter Rutt, Charles Vanden Born, Henri Mayer, Emil Friol, Berthet and Ellegaard. A repechage heat for second and third finishers in the trials, three semi-finals and a final heat will be held at the next meet.

Baltimore Plans Indoor Racing Season.

The 11 miles handicap road race to be held at Baltimore to-morrow (Sunday) under the promotion of the Crescent Bicycle Club, will mark the close of the outdoor season in the Monumental City. The various clubs are preparing to do things indoors this winter and the acquisition of a set of home-trainers by the Carroll Cyclers has helped make this determination possible. An open meet will be held in Hazazer's Hall, November 24th. Flat floor racing will become a feature if the Crescents have their way. In order to give this style of racing a fair trial an unlimited pursuit race has been added as a feature of the games to be held in the Fifth Regiment armory on November 21st. The race will consists of two trial heats and a final, club teams of two riders each being eligible for the contest.

Uncertainty About Six Days Teams.

Just what foreign riders will participate in the annual New York six days' race, slated for the second week in December, is difficult to ascertain. Last week L'Auto, the French sporting paper, announced that three teams—Dupre-Leon Georget, Brocco-Labrousse and Faber-Lafourcade—would be the only foreign representation. Now comes the news via the Scottish Cyclist, that Reginald Shirley and J. C. Benyon will represent Great Britain. In the same breath Cycling, of London, announces that Shirley will shortly leave for Paris, and Great Britain will not be represented in this year's six days grind. As yet, "the excellent Pat Powers" has not spoken concerning the situation, except through his European agents.

Spain Goes to Russia to Win.

Blow the trumpets! Fling out the banners! Sound the tidings to all the nations! A. C. Spain, the former Bloomfield (N. J.) negro, at last has won a race, although he had to go to faroff Russia to do it. It all happened at Odessa on October 19th. Spain won the 25 versts paced race, finishing 600 yards in front of Croupnikoff and twice that distance ahead of Morosoffsky; the distance is equivalent to 16½ miles. The former New Jersey negro was not so fortunate in his sprint match against Outochkine, as he was defeated by a length and a half. Doerflinger won the scratch race by a half length from Nedela, with Spain a close third.

KRAMER HOLDS ON TO HIS TITLE

Gains Sprint Championship of America for Eighth Consecutive Year—Bardgett's Lone Fight Puts Him Second.

Frank L. Kramer officially is the 1908 professional sprint champion of America, a title that he has held for eight consecutive years, but there is a question in many minds if Kramer would not have lost the title this season had not he had everything his own way.

The first championship event was the half mile, held in Madison Square Garden, June 29th. With the assistance of Joe Fogler, his team mate, Kramer was able to defeat Walter Bardgett, of Buffalo and Edward Rupprecht, of Newark.

In every other race for the title Kramer had the assistance of at least one of the best riders, and in one instance, he actually had two men to help him in the final sprint. With this assistance Kramer was able to win three first of the championships, the remaining two going to Bardgett and John Bedell.

Taking the races as they were run, Bardgett made a better showing than Kramer, for in each race he rode without assistance from any one. At the time most of the championships were run, Bardgett, Fogler, Anderson and John Bedell were the only riders able to give Kramer a hard race. Bedell was laid up some time because of injuries and therefore did not have a fair chance, while Fogler was always teamed with Kramer, in defiance of the rules, and in one instance the champion had the assistance of both Anderson and Fogler.

What Fogler might have done had he not acted the part of Kramer's hired man is an interesting speculation, but speculation aside, Bardgett logically was the only man Kramer had to defeat, and two or three riders can usually contrive to take the measure of one. Another point to be considered is that at the time most of the championships were decided McFarland, Downing, Clarke, Mayer, De Mara and others of the fastest bicycle riders in the world were at Salt Lake City, and therefore did not have a chance to compete for the title. In fact Clarke had only one chance to score points, that in the one mile championship at Vailsburg on September 13th, and in the final heat of that race Kramer and Anderson were teamed.

The scoring was done on a basis of 5, 3, 2 and 1 points for first, second, third and fourth places, and the summary follows:

	1st	2d	3d	4th	Pts.
F. L. Kramer	3	1	1	0	20
W. A. Bardgett	1	0	2	1	10
Joe Fogler	0	3	0	0	9
John Bedell	1	0	0	0	5
N. M. Anderson	0	1	0	1	4
George Wiley	0	0	1	1	3
A. J. Clarke	0	0	1	0	2
E. Rupprecht	0	0	0	1	1

PATERSON RACES FULL OF SNAP

Wiley Defeats Fogler in Two Heats Despite Bad Fall—Mile Handicap a Surprise and De Mara Wins.

With an enthusiastic crowd of more than 3,000 persons in attendance, the indoor racing season was inaugurated in Paterson, N. J., Saturday night last, 31st ult., on the new twelve lap track built by Prince & Eck. The meet was preliminary to the six nights' team race that is being held this week, and considerable enthusiasm was manifest.

The new Paterson track is located in the Fifth Regiment Armory and no fault can be found with it. The armory is too small, however, and there are few seats where one can obtain even a moderately good view of the races. The best seats would be on the overhead steel girders, but there is not a convenient way to get to them. On Saturday night the seating arrangements were inadequate to satisfy the large crowd, and as a result there was considerable grumbling. Nearly five hundred people who could not find seats in the galleries had to pack into the arena.

Considering the size of the track and the large field of riders there were remarkably few spills. Wiley fell in the first heat of his motor paced race against a Brooklyn rider, and Walter Bardgett got a badly wrenched shoulder before the races started. Worthington L. Mitten also was upset in one of the heats, but not seriously injured. All the racing was snappy and in the handicap the five successive heats were ridden in less than two minutes.

Herman Hintze, John Bogle, Watson J. Kluczek, Michael Journay, William Lamphear and Alfred Halstead, the last named on scratch, qualified for the final heat of the mile amateur handicap. Hintze, who won the century and mileage competition of the Century Road Club of America two years ago, made good use of his handicap of 125 yards, and had no trouble in winning from Bogle. Halstead beat the remainder of the field and crossed the tape in third place.

The mile handicap for the cash-chasers brought a surprise, as neither Kramer nor Clarke, the two honor-markers, were able to catch up. Clarke made a good effort, but Kramer sat up after riding two or three laps. Hollister, Billington, Mackay, Samuelson, Root, Moran, De Mara, Williams, Cameron, Mitten, Goerke and Walker were called for the final heat. Young De Mara showed real class and beat Hollister, Moran and Root, in order, in a blanket finish. The fastest heat was the third, covered in 1:49⅘; all the heats were ridden under 2 minutes.

The feature of the evening was the riding of George Wiley, of Syracuse and Patterson, in his motor paced match against J. Fogler, of Brooklyn. Wiley was paced by Ruden and Schulz had the Brooklyn rider in tow.

The men started from opposite sides of the track and Wiley took a sensational fall just before two miles. He had gained a half lap on his opponent and was about to pass him when his wheel slipped on the steep banking. The former messenger boy slid for 20 feet, but got up, adjusted his twisted handle bars and started in pursuit of the Brooklyn rider, who, in the meantime had gained 4½ laps. Six laps after he resumed riding Wiley passed Fogler and lapped him three times before the finish. As there was a rule to the effect that in case of an accident the rider had five laps to resume riding, Wiley did not lose any distance by his fall, and won the heat by 2½ laps.

The second heat was exciting although it appeared that Fogler's pacing machine was not as fast as that used to pace Wiley. The latter got away from the homestretch and Fogler from the opposite side of the saucer. At 2½ miles Wiley had gotten up to Fogler and for several laps they ran neck and neck, with the crowd on its feet cheering. The pace was so fast that Ruden did not take his man past until in the first half of the fourth mile. After passing Fogler, Wiley continued to increase the distance and at 4¾ miles was trailing again. The finish was pretty as the last lap produced a neck and neck fight, Wiley winning on the tape by two feet. This gave him the victory by 1½ laps.

After the paced race Jacob Derosier rode a mile against time on his motorcycle in 1:16⅕, which is remarkably fast for a 12 lap track, and so far as known, the fastest time ever made on a saucer smaller than eight laps to the mile.

Floyd Krebs should have won the three miles consolation but he did not display the headwork that he usually shows at the Newark track. Saxon Williams did a lot of the donkey work, but was passed two laps before the finish by Anderson. The latter beat Krebs by a length and Mitten made a remarkable sprint from sixth position at the bell and got third money. The summaries:

One mile handicap, amateur—First heat won by Herman Hintze, Tiger W. (125); second, John Bogle, Rutherford (120); third, Alfred Halstead, Sacramento (scratch). Time, 2:04⅖. Second heat won by Watson J. Kluczek, West Orange (30); second, Michael Journay, Nutley (20); third, William Lamphear, Lakerim A. C. (90). Time, 2:04⅘. Final heat won by Hintze; second, Bogle; third, Halstead. Time, 2:04⅘.

One mile handicap, professional—First heat won by C. L. Hollister, Salt Lake City (60); second, Teddy Billington, Vailsburg (80); third, Dave Mackay, Newark (90). Time, 1:56⅖. Second heat won by W. E. Samuelson, Salt Lake City (60); second, E. F. Root, Melrose (25); third, James F. Moran, Chelsea (80); fourth, Walter De Mara, San Francisco (100). Time, 1:58⅘. Third heat won by Saxon Williams, Salt Lake City (80); second, George G. Cameron, New York City (65). Time, 1:49⅖. Fourth heat won by W. L. Mitten, Davenport (85); second, Oscar Goerke, Brooklyn (110); third, Gordon Walker, Australia (115). Time, 1:57⅖. Final heat won by De Mara; second, Hollister; third, Moran; fourth, Root. Time, 1:56⅘.

Five miles motor paced match—First heat won by George Wiley, Syracuse, N. Y.; second, J. Fogler, Brooklyn. Time, 8.54⅘. Second heat and match won by Wiley. Time, 8:41⅖.

One mile motorcycle exhibition—By Jacob Derosier, Springfield, Mass. Time, 1:16⅕.

Three miles consolation, professional—Won by N. M. Anderson, Denmark; second, Floyd Krebs, Newark; third, W. L. Mitten, Davenport, Iowa; fourth, Fred Hill, Boston. Time, 7:00⅕.

Dates for Kansas City's Six Days Race.

Kansas City's second annual six days race will be held during the week of February 1-6, the usual curtain-raiser taking the form of a card of sprint and motor-paced races on the Saturday night preceding. John M. Chapman will conduct the race, which is assurance that a rider will not be allowed to masquerade under the colors of another as was done last February by another promoter.

Although the field was small last winter the Kansas City race was a big success and with nearly twice as many riders the next grind doubtless will draw even greater crowds. The race will last eight hours a day.

Manager Chapman this week has been signing riders for the Kansas City grind and so far has secured the best distance riders in the country. With the reinforcement of perhaps one of the foreign teams that will participate in the New York six days race and several riders from Salt Lake City the field will be sufficiently classy to insure a cracking race.

The riders who have signed are W. L. Mitten, Saxon Williams, Theodore Devonovitch, Edward Rupprecht, Walter De Mara, Gordon Walker, Peter Drobach, Fred Hill, George Cameron, Dave Mackay, Alfred Ashurst, J. T. Halligan, Elmer J. Collins, Iver Lawson, James F. Moran, Joe Fogler and Walter A. Bardgett.

Home-Coming of Walthour and Lawson.

Robert J. Walthour, his wife and family of four children, and Gus Lawson, are due to arrive in New York City to-day on the Kaiserin Augusta Victoria. It is not known whether Walthour intends to participate in the forthcoming six days race, but at any rate he expects to ride a paced race against National Champion Hugh MacLean when the indoor track at Boston opens this month.

TWO TIED IN "SIX NIGHTS" RACE

Eleven Teams Start in Paterson and Two Drop Out—Clarke-Fogler and Samuelson-Vanoni Gain a Lap.

According to modern psychologists there is a certain more or less well-defined point at which one condition or state of mind passes into another, and as Professor James says, "we speak of the threshold of a man's consciousness in general to indicate the amount of noise, pressure, or other stimulus which it takes to arouse his attention at all."

It is interesting therefore to note the difference between Paterson minds and those which exert thir mentality in Newark. By the James theory the threshold of consciousness as apparent in the genus homo of Paterson might be said to rate very high, while on the other hand Newark's threshold of consciousness is very low. Naturally Newark would feel tempted to call Paterson a liar and there you have something like a paradox, but what's a paradox got to do with bicycle racing, anyway?

Well, it's just like this. The race promoting firm and vaudeville team of Jack Prince and Tom Eck, decided to hold a—uh-uh, you lose your guess, it wasn't a six days race, but a six nights' race. Prince & Eck (Jack & Tom) want this point clearly understood. The race lasts two hours each night, so what is the use in calling it a six days' race, and indeed, what is the use? Right here is where the James theory of the threshold of consciousness or something like that asserts itself with a great big bang.

Prince & Eck have been holding race meets at Clifton all summer and they were very successful too. So why shouldn't a race right in Paterson, where there is not so much difficulty in getting to the track, pay even better than at Clifton? It's just like children. If you train 'em to run around with their faces dirty and their nails looking like obituary notices, and to lie and cheat and steal, the chances are they will grow up to be undesirable citizens. It will take a long, long while to make them tafts, or shermans or hughes after such early training. And that is the way with Paterson bicycle "fans." Prince & Eck trained them to thinking that motorcycle racing and motor-paced races are the real thing. The more noise, and the greater semblance of danger, the better race, according to the Prince & Eck primer. Paterson has been trained to a whoopla kind of a race and therefore they cannot see anything exciting in a two hours six night team race. After the New York fiasco the cash-chasers looked to Trenton to recoup their lost fortunes; after Trenton they dreamed of full meal tickets in Paterson, and now Boston is expected to furnish the heavenly manna. From all of which it rightly may be inferred that the S. R. O. sign has not been hung out in front of the Paterson armory this week.

As was expected the lap-stealing storm broke about the same time the first snow of the year fell—at a few minutes past 10 o'clock Thursday night. McFarland and Clarke had been amusing each other by feint jumps when all of a sudden Dave Mackay let loose. He didn't get very far before Anderson decided to go for a lap. He opened a gap and then Root came on to relieve his Danish partner, while Clarke, at the same instant, broke away from the bunch and tacked on Root's wheel. The latter kept right on going and Clarke stuck. Then while the excitement was at its height Clarke went around Root, Fogler came on and relieved him, while Anderson took Root's place, and all the other riders changed partners. Fogler rode like a whirlwind and pulled away from Anderson, although both began rapidly to close the gap on the demoralized field. After Fogler had passed all but a few of the teams Clarke relieved and took up the running. Clarke finished the lapping process and Root was about to do the same thing when he and his team mate, Anderson, collided while making a change. The bell rang and sprinting was at an end.

Then ensued a hullabaloo. There was no question but that Clarke and Fogler had lapped the field although De Mara, Bardgett, the Bedells and one or two others considered they had not been lapped. Root claimed that he should be given the lap as he had almost gained it when he fell. Referee Kelsey ruled otherwise, however, and the riding was resumed. Anderson was on the track at the time Root argued that he should have the lap and there he remained until he got tired. Root quit and when Anderson saw that his partner showed no signs of giving him a relief, he, too, gave up the struggle. Root's excuse was that he had been injured in the fall, but other people have different opinions. At any rate the race lost one of its best teams when Root and Anderson withdrew.

The field took things easily after the big sprint until John Bedell decided to ride the other eight riders off their saddles. He didn't succeed, however, and the pace had moderated, when Samuelson jumped. He rode like a furious cyclone and gained a half lap before the remainder of the bunch had any idea that the attempt was in earnest. In fact, they did not believe Samuelson and Vanoni were really out for a lap until Vanoni came on and immediately opened a bigger gap. Then Fogler and Moran and several others began to work, but the distance between the tail enders and Vanoni was so small that the Italian had no difficulty in placing himself even with Fogler and Clarke and one lap ahead of the remainder of the field. The final mile sprint was won without opposition by Clarke.

Root, Clarke, Menus Bedell, Hill, Drobach, McFarland, Ashurst, Samuelson, Mitten, and Hollister began Thursday evening's riding for their teams and in the first fifteen minutes punctures were frequent. A few minutes before 9 o'clock the spectators were treated to a pretty sight when De Mara shot out from the bunch like a rocket and opened a gap the length of a stretch before Hollister relieved. Hollister was not equal to the occasion and Samuelson did yeoman work in pulling up the field. A few minutes later Mackay jumped when he saw Ashurst on the track, but he was easily overtaken by Bardgett, who did some sprinting on his own account. John Bedell also tried a little fast work but there was no serious attempt until the big sprint by Root and Clarke later in the evening.

After the first hour the six night riders were given a few minutes' rest while the side show was in progress. George Wiley rode a two miles paced exhibition in 1:30, and Jacob Derosier covered 12 laps, one mile, on his motorcycle in 1:15⅘. Ruden and Schulz started a two miles motorcycle race, but were stopped after riding a half mile as the track was seen to sag under the strain. The feature of the added attractions was the magnificent ride by National Champion Frank L. Kramer, who went against his own world's unpaced record of 16⅗ seconds for one-sixth mile. Kramer made a beautiful flying start and rode the two laps like a whirlwind. He was officially timed by three watches in 16 seconds, reducing the former record by three-fifths of a second.

The race started on Monday night with ten teams, as follows:

A. J. Clarke and Joe Fogler, E. F. Root and N. M. Anderson, Fred Hill and George Cameron, Alfred Ashurst and Dave Mackay, Oscar Goerke and Peter Drobach, C. L. Hollister and Walter De Mara, Walter Bardgett and W. L. Mitten, John Bedell and Menus Bedell, Charles Vanoni and W. E. Samuelson, James F. Moran and Floyd A. McFarland, and Saxon Williams and Gordon Walker.

Williams and Walker, not the vaudeville team, were put out soon after the start by punctured tires and as they didn't have sufficient spares, decided to quit when both blew out at the same time. The riding was not sensational, but there were several spectacular falls, Root, Hollister and Cameron being the unfortunates. During the evening 49 miles 9 laps were covered. The feature of the exhibitions was a third of a mile against time by Frank L. Kramer, when he equalled the world's record of 34⅕ seconds made 12 years ago by W. W. Hamilton. Ruden beat Schulz by less than a foot in their two miles motor race, covered in 3:08⅕, and George Wiley did a two miles exhibition in 3:07⅕. Derosier's time in a mile motorcycle time trial was 1:15⅕.

There was little or no excitement on Tuesday night, the only accident being a hard fall by Clarke. The little Australian bruised his shoulder considerably, but not

sufficient to put him out of the race. Kramer went against the quarter mile record of 23⅘, but the best he could do was 24⅗. The two miles motor race between Ruden and Schulz was won by the latter in 3:01, and George Wiley rode two miles behind pace in the slow time of 3:33⅗. Derosier tried a half mile time trial but he did not have his nerve with him and the timers caught him in 48 seconds.

A nearly successful attempt to gain a lap was the one bright feature of Wednesday night's team race. Clarke and Fogler had gained a big lead on the field and were about to put a twelfth of a mile between themselves and the remaining nine teams when Cameron fell. This brought sprinting to an end. Clarke and Fogler naturally were disgusted, but they determined to turn the trick on the following night, and as subsequently developed, they were successful. At the end of the two hours all the teams were tied, the mileage being 143 miles 9 laps. Kramer again tried to break the quarter mile record but his time was slower than on the preceding evening, the clockers getting 25⅕ seconds. Derosier's mile was covered in 1:16⅖, and Wiley followed pace two miles in 3:08⅕. The feature of the Ruden-Schulz motor match was the finish. After keeping practically neck and neck all the way they drew the finish so fine that the judges were unable to tell which had won, and declared it a dead heat.

Californians Undertaking Tall Contest.

An 18 hours' reliability run, embracing nine laps over a circuit of 40.3 miles, is the unusual event that is being run to-day by the San Francisco Motorcycle Club, the course being from San Leandro to Mission San Jose and return. Two hours has been fixed as the time limit for each round, so that the competitors will be compelled to maintain a 20 miles an hour schedule, for 360 miles. Every minute late at the San Leandro station will result in a debit of one point, while two points will be debited for every minute ahead of time. The machines will be sealed wherever possible and the penalties for breaking them are as follows: On exhaust valves, 25 points; intake valves, 25 points; plugs, 5 points; battery boxes, 20 points; carburetters, 20 points, and timer 15 points. Three cups will be awarded the riders with the best scores, and in case of a tie the run will continue until the tie is broken.

Dinner to Curtiss with Curtiss Absent.

On Monday evening last the New York Motorcycle Club tendered a complimentary dinner to G. H. Curtiss, the Hammondsport (N. Y.) manufacturer and racing man, in the barnroom at Moquin's. The only thing that marred the success of the occasion was the absence of Curtiss himself. Serious illness in his family made it impossible for him to attend either the dinner or the F. A. M. championships the next day, in which latter he had intended to compete.

DOWNING ASPIRES TO MANAGEMENT

Californian Aims to Secure Salt Palace Saucer—Rumored Plans for Reconstruction of the Track.

Hardy King Downing, the California bicycle rider who returned to Salt Lake City several weeks ago because of an anticipated arrival in his family, has developed managerial aspirations, according to advices from the Mormon haven.

It is stated that Downing wants to retire from racing and has focussed his optics on the Salt Palace saucer as offering the most profitable field to begin his duties as manager. Downing has a lot of friends in Salt Lake City and they are endeavoring to have him installed manager of the track.

In view of this interesting news it would appear that Salt Lake City is about to be plunged into the throes of another managerial dispute such as occurred last season, when Iver Redman finally was implanted as manager. Redman became disgusted with his position, however, and Harry B. Heagren, a former successful manager, finished out the season as manager.

At that time it was understood that Heagren refused to take the management unless he was promised the job for the following season, and therefore Downing's efforts to become manager would make it appear that Heagren's position is not as secure as was thought.

It also is reported from Utah that despite the litigation over the Salt Palace property, plans are being made to rebuild the present saucer. The dimensions of the new saucer have not been definitely decided upon but three sizes are under consideration—six, eight and ten laps. The Salt Air saucer measures ten laps to the mile and as it is considered one of the best tracks in the world for sprint racing, this size is favored. The present saucer at the Salt Palace grounds is eight laps.

J. P. Gunn was in Salt Lake City last week and let it be known that he is about ready to begin building his proposed saucer at Los Angeles. Gunn is authority for the statement that the necessary capital has been secured and that work will be started early this month, with the agreement that it be completed by January 1st. It will measure 6 laps to the mile.

Huyck Saves the Day at Dayton.

Had it not been for the soothing influence of the motorcycle events the first annual automobile race meet at the half mile fair grounds track, Dayton, Ohio, Saturday last, 31st ult., might have ended disastrously for the management.

Of fourteen automobile events only three were held, and the running of these was accompanied by considerable wrangling. Fortunately the motorcycle events helped pacify the few spectators who had paid real money for admission. The three miles handicap was won by Fred Huyck, of Chicago, who started on a single cylinder Indian from 30 seconds, the honor-marker being S. W. Martin, on a twin Indian. H. F. Nixon and Harry Gross, both with 35 seconds handicap, were the other starters. Huyck won easily in 3:41⅘. In their three miles match S. W. Martin, Torpedo, defeated Harry Gross, R-S, in 4:41⅘.

After riding a mile exhibition in 1:17⅘, Huyck lined up against Irvin Knupp, who drove an automobile. The spectators fully expected to see the automobile win without half trying, but after a pretty flying start Huyck was never in danger. He won by three-eighths of a mile in 1:19.

America and Europe in Endurance Test.

A. G. Chapple, captain of the New York Motorcycle Club, and F. B. Widmayer, the Indian Thor agent on upper Broadway, New York, are promoting a more or less informal team contest on an endurance run basis, which probably will occur tomorrow (Sunday). The teams will consist of ten riders of foreign machines and ten riders of American machines, and they will go over the route from New York City to Poughkeepsie and return, a distance of about 150 miles. Points will be scored as in endurance contests, a 20 miles an hour pace being maintained, and checking stations being established at Tarrytown and Peekskill. The losing team is to pay for the dinners of the victors.

Barely Escaped a Precipitous Plunge.

Mark Crowley, a Los Angeles rider, last week had what was probably the most exciting adventure in his brief motorcycle experience. In some inexplicable manner he lost control of his machine and in desperation turned up a hill. Crowley became confused and turned the grip the wrong way. Both rider and machine headed straight for a steep precipice but just before reaching the edge the rider managed to throw himself clear of the machine. He was lacerated enough to go to a hospital and the machine was found on the rocks below, a fit candidate for the junk shop.

Cyclist Completes Globe Girdling.

A young German with a name long enough to carry him somewhere, has just arrived in Leipzic after a bicycle journey around the world. It lasted five years and in that time Herr Willy Schwergerhausen, the young man in question, covered 32,500 miles, using four bicycles on the trip.

Will Describe the Sensations of Speed.

Fred Huyck, the multi-distance record holder, will blossom out as an after-dinner speaker on November 25th. The occasion will be the annual Thanksgiving eve banquet and entertainment of the Chicago Motorcycle Club, and Huyck is to tell how it feels to ride 61 miles in 60 minutes.

CYCLING BANISHES DULL CARE

Holiday Touring a Real Antidote for the Worker's Weariness and Worry—How to Secure Its Best Results.

"We live in a holiday-making age. Everyone not plunged into the depths of bitter impecuniosity nowadays takes at least an annual holiday. Some go so far as to make it a weekly affair as well by indulging in what is termed 'week-ending,' the week-end varying from Saturday afternoon to Monday morning to a Friday night to Tuesday morning abstention from work. We are told by the pessimistic croakers who amuse themselves and bore their readers by eternally lamenting the decadence of the nation that this is an evil thing. We are reminded that our forefathers did otherwise; that they only indulged in a holiday after many years arduous labor without any interval of recreation, and these pestilent old money grubbers are held up to us as models which we ought to copy. As a rule, the fellows who write or argue thuswise are they who, in spite of the decadent time in which we live, have the privilege of enjoying, and actually do enjoy, somewhat lengthy vacations themselves. Nevertheless, they bemoan the tendency of the times and, ... contend that the laborers of to-day should think of the necessity of 'England's commercial supremacy,' and deny themselves the holidays which they selfishly think they have earned," writes "Jock," in the Scottish Cyclist.

"Well, I think I may class myself as a worker. Possibly I put in longer hours of labor of one kind or another than nine-tenths of my contemporary fellowmen, and —let me confess it with all due shame—I don't give a thought in the course of my work to the supremacy of this or any other nation. I am, in fact, purely selfish in my work, and the supremacy referred to . . . . doesn't trouble me a button. To be still more candid, I must confess I much prefer taking a holiday to doing work of any kind.

"Now, please do not throw this paper down in sorrow or in anger at my boastful repudiation of the doctrine of work worship. Look into your own heart, my friend, and confess—does not the work by which you earn your daily bread appeal to you mainly as an unpleasant necessity, and do not your thoughts revert frequently backwards to the holidays of the past, and forwards to the holiday yet to come? Of course they do, and all the more credit to you, my friend—and also to me—that we still stick manfully to our task.

"As a matter of fact, all these praters who would have us go holidayless like our forefathers overlook the difference between then and now. We live more strenuously; we work at a higher speed, and compress more actual achievement into the working hour than the busiest of our progenitors ever did or ever could do. Holidays nowadays are as much a necessity as food and drink. The miserable money grubbers who work year in and year out without an interval may pile up a fortune at a fairly early age, but the chances are that they do not live to enjoy it. They lose the substance of life's enjoyment and usefulness, and secure the shadow.

"Intervals of holiday-making in a laborious life, if the holiday is taken rationally, leave a man more fitted for his work. He will perform more work, and perform it better than were he to keep his nose eternally to the millstone. This is where the bicycle scores as a holiday-providing medium. It is always handy and ready to enable its owner to escape from the worries and the wear and tear of life. He who travels by train or boat, and who dawdles away his spare time at the coast or elsewhere, rarely manages to leave his load of care behind him entirely. He may flatter himself that he has done so, but he finds it on his mind from time to time, and, in any case, he is within reach of post and telegraph, and those left behind him will remind him possibly of much that he would be glad to forget until the time for his return to harness arrives. The cycle tourist, on the other hand, is able completely to lose touch with his ordinary workaday life. He is here to-day; he knows not, cares not where he may be to-morrow. His home may be burning, his firm may be in the bankruptcy court, markets may fall or markets may rise, his rent may be overdue, and the rates may rise ten shillings in the pound; but it is all the same to him; he knows nothing of it. If he knows his touring business, he never reads a newspaper. What mental pabulum he needs he gleans from a pocket volume of a favorite author; he lives in a world of fancy in which the only realistic element is that which passes before his eyes as he journeys awheel.

"Have you ever noticed how absorbing is an ordinary spin on a bicycle? Let your cares be what they may—overwork, dearth of wealth, the uncertainty as to whether she really loves you, the failure of your rose trees, or the neglect of the laundress to send home your linen—all these and other genuine great worries, besides the host of minor and imaginary ones, vanish when the wheels are spinning beneath you. Care can never remain long the traveling companion of the cyclist. As he goes he leaves it farther, farther in the rear. Possibly unpleasant recollections may endeavor to take a seat beside him when the day's journey is ended, when he has no longer the ever-changing scene of country and village and town to keep his mind diverted. But by then his mood is healthy. During the preceding hours he has feasted on fresh air, while the exercise of his muscles has stirred his blood into healthy activity, reacting beneficially on his whole being—physically, morally, and mentally. When so invigorated a man is apt to take a more roseate view of life than after spending a day cooped up within four walls, or than after lounging aimlessly in the doing-nothing-in-particular way in which so many are content to spend their holidays.

"With a bicycle a man's holiday is complete. He does not even feel the need of a companion. I have toured for a fortnight on end with no other companions than my book and my pipe. When tired I dismount and hide my bicycle in a hedge, and, finding a comfortable spot in a field, or by the side of a river or lake, I lose myself in the perhaps fictitious interests of a book, while my tobacco smoke, curling upwards, keeps the inquisitive flies and insects at bay.

"I know no other means so wholly satisfying of spending a holiday alone as this. The lack of a companion is hardly felt by even the most companionable, for after all, one does not converse much while actually riding. The need of conversation may be felt of an evening, but at one's inn or hotel this is usually obtainable if one is content to exchange views with mine host or his other guests, or even with the locals assembled for their pipe and glass in the bar parlor. Such conversation is not to be despised, too. Much information, many new new views on old subjects may be gleaned from such sources, and, on the whole, I think I would prefer to tour thus alone, mixing with entire strangers for an hour or so when so disposed, than to be tied for a fortnight or so to a companion whose tastes and sympathies were at variance with my own.

"Alone or in company, at home or abroad, the bicycle provides the perfect holiday. Its owner is as free as the air he breathes, and whence he comes or whither he goes concerns no man. Such need hardly concern himself, for he has no respon-



sibility, and is entirely a law unto himself, so far as concerns his program day by day. But let his bicycle be a good one, and let him not make himself a slave to mileage. Whether he travels 20 miles, or whether he travels 50, matters not at all; but it matters much that he should be mounted well if he is to experience the perfection of holiday touring."

W. Rockefeller Orders a British Tricycle.

According to an English publication, William Rockefeller, the Standard Oil magnate, just has placed an order with a Coventry concern for two model de luxe tricycles. In ordering the machines, Mr. Rockefeller is quoted as saying that previously he had owned two tricycles of the same manufacture. The importation of a British tricycle is so rare as to make the Rockefeller purchase an unusual event.

Lawsuit Based on Dresden Track Tragedy.

Although it was generally supposed that the Dresden fatality at the end of the 1907 season, in which Guignard's manager, Ernst Wolf, lost his life through being knocked down and run over by Verbist's pacemaker, Ceurremans, had long since blown over, such it seems is not the case. When the accident happened Wolf was standing too near the edge of the track, where he had been showing Guignard his lap speed per hour by means of cards. Ceurremans's motorcycle bowled Wolf over after being forced down the track by another machine. Wolf was killed and an attempt was made to have Ceurremans indicted for manslaughter, but no proof of negligence could be brought against him. Now Wolf's father has brought suit against the Dresden Cycle Racing Association for damages, claiming an annuity of $312 in addition to $150, for expenses incidental to the funeral. The claimant bases his action on the fact that the association had contributed to the accident by permitting the deceased to stand outside the barrier.

Former Grand Prix Winner Dies.

Leon Domain, once a well known French racing man, but who of late years has been in the employ of the French government, died at Cadillac, France, on October 24th. Domain was born March 16, 1876, and first became known as a marvelous bicycle acrobat. Later he went in the employ of the Humber company and became a racing man, winning several notable victories, one of them being the tandem Grand Prix of Paris, in 1897. Among the men he defeated in the height of his career were Jacquelin, Morin, Mathieu, Gascoyne, Prevot and Rene.

Cycling Couriers and Scouts in Contest.

A highly successful experiment in scouting and dispatch-bearing was carried out recently near Leicestershire, England, under the auspices of the Cyclists' Cricket and Skittle League, and the Homeland Defence League. Fifteen clubs each appointed two dispatch-bearers, whose duty was to ride from different points within a radius of about fifteen miles from Leicester, bearing dispatches for the mayor, who awaited them in the city. Their movements were watched by a large number of scouts, who were charged to intercept and stop the dispatch-bearers; and when it is stated that there were some 250 scouts, the fact that seventeen out of the twenty-nine dispatch-bearers arrived in Leicester before the expiration of the time limit shows that they made themselves creditably elusive. One of the competitors baffled the scouts by disguising himself as a woman.

Trick Cycling with a Sheriff Waiting.

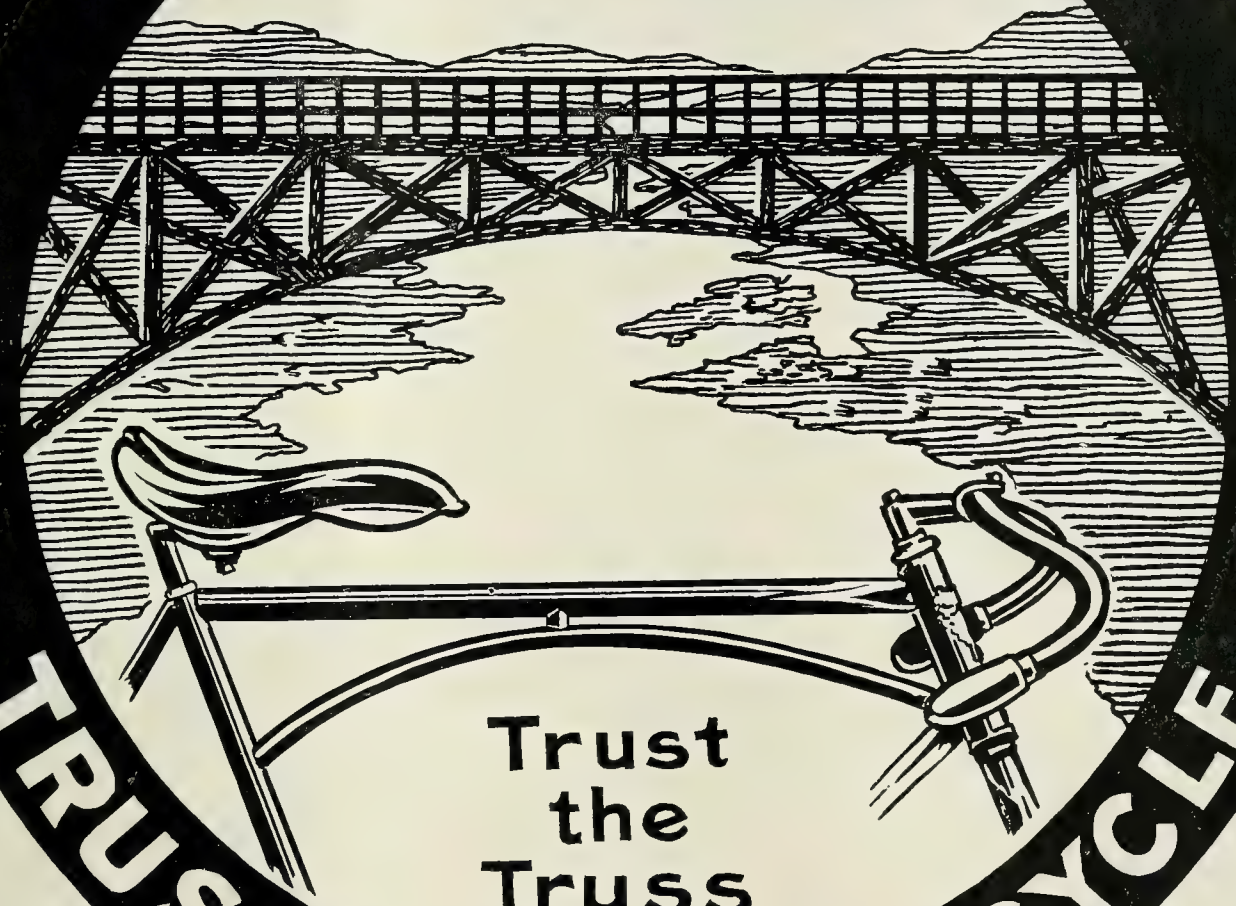
The stage manager at Keith's theater in Cleveland was almost tempted to swear one day last week. Just as the act of Bellong Brothers, trick cyclists, was about to go on a deputy sheriff appeared on the scene and attached the paraphernalia used in the cycling act. After much persuasion he was induced to let the performance go on. The attachment was the result of a suit against the brothers for $10,000 damages. Joseph J. Ryan claims that last July the brothers jostled him and in the scuffle that followed he was kicked in the jaw, tetanus later developing. Because of this he has instituted suit for the amount stated, and the attachment was issued as a result.



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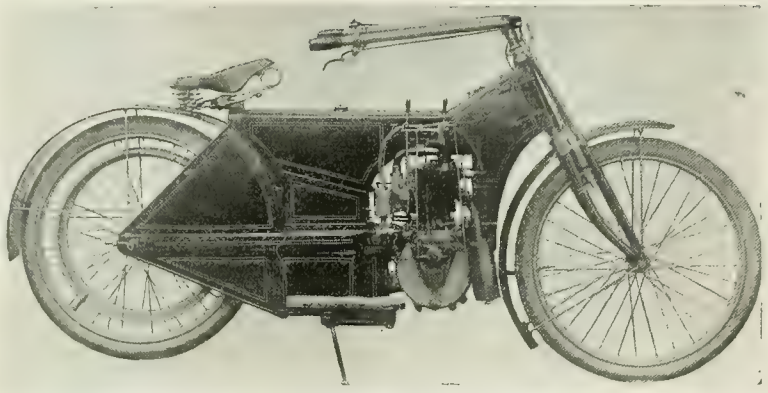
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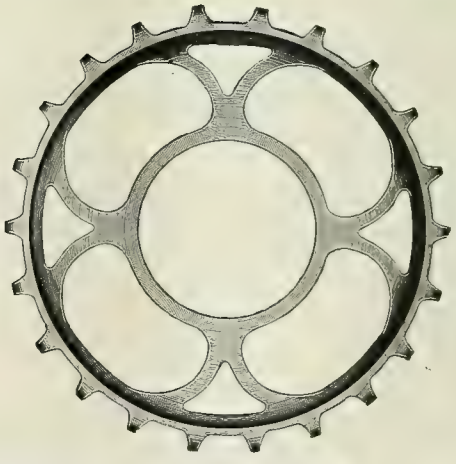
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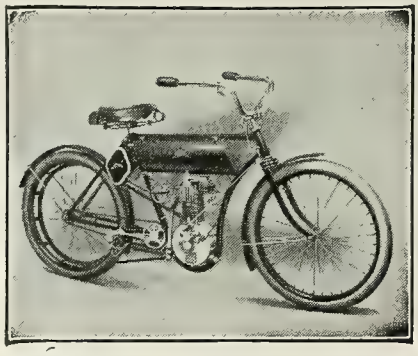
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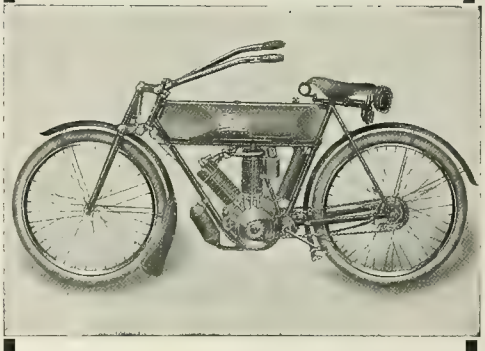
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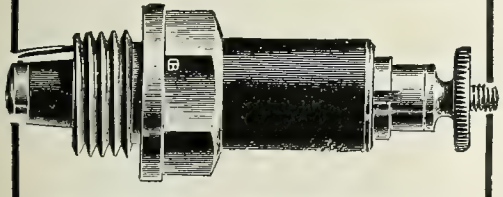
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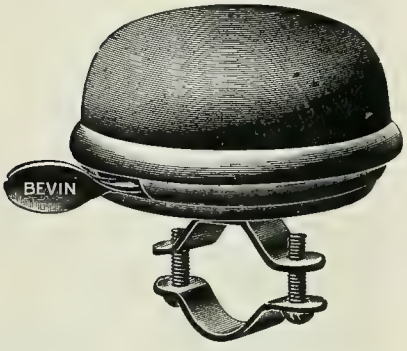
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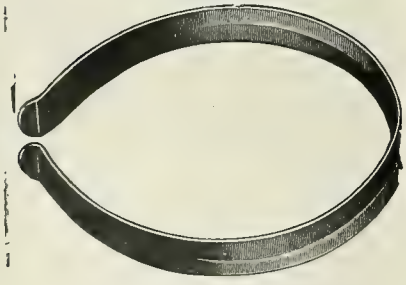
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895,755. Self Oiling Connecting Rod. Carl O. Hedstrom, Springfield, Mass. Filed Dec. 21, 1907. Serial No. 407,484.

1. In combination, a crank shaft, a fly wheel thereon, a connecting rod, the rod being provided with longitudinally disposed channels or grooves leading into openings which terminate in the bearing portion of the rod, whereby when oil is thrown by centrifugal force from the edge of the fly wheel into the channels or grooves of the rod the crank shaft bearings will be lubricated.

896,078. Bicycle Spring Frame. Charles Blankenheim, Chicago, Ill. Filed Jan. 9, 1908. Serial No. 409,985.

1. In a self propelled vehicle, the combination with a driving wheel, of a frame secured thereto, and comprising in part rear forks and fork stays, of a tube connected to each fork stay on either side of the driving wheel, a brace connection from the fork stays to the tubes, a resilient connection between the driving wheel and the tubes, and a bridge piece connecting the tubes.

896,580. Mud Guard. Russell E. Robeson and Francis F. Schauweker, Cleveland, Ohio. Filed Aug. 29, 1907. Serial No. 390,670.

1. A mud guard for vehicle wheels comprising a concentric strip for covering the periphery of awheel, a hook on each side of the upper end of said strip to engage with the wheel frame, a loop ending in a lateral hook at each side of the lower end of said guard, and a pair of supporting rods detachably connected to said loops and hooks and to the wheel axle.

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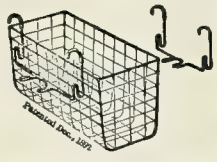
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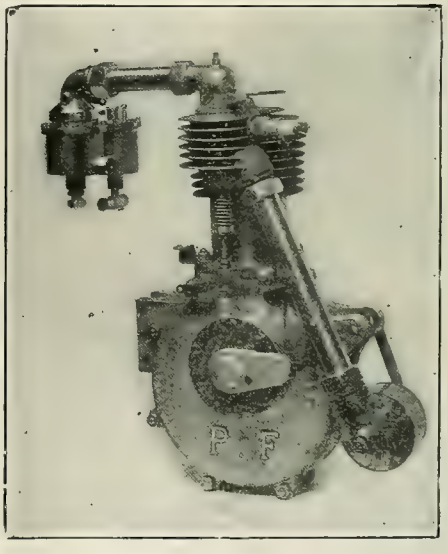
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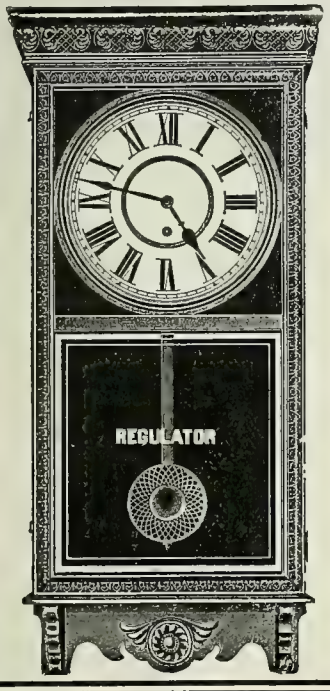
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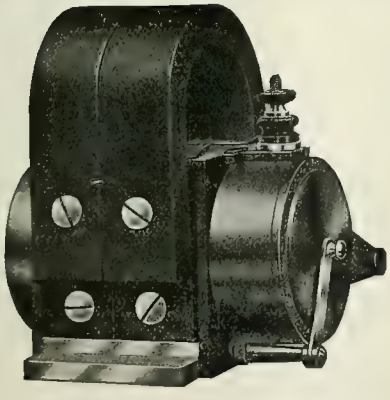


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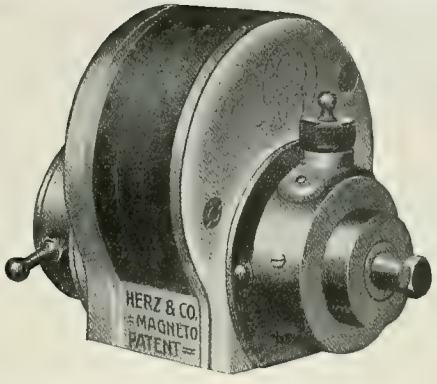
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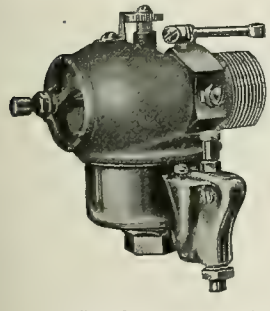
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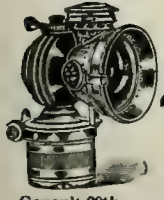
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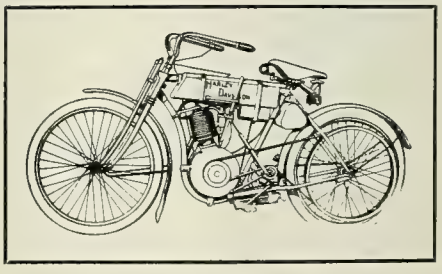
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SATISFACTION

has been the portion of all who have used them.

A living profit is responsible for the first condition; undeviating good quality for the other. Why not share in such happy results?

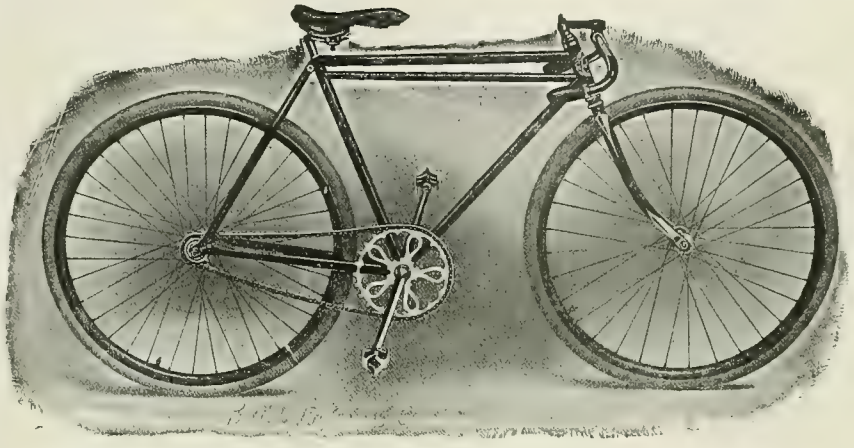
Kokomo Rubber Co., Kokomo, Ind.

To Men Possessed of Unbiased Minds

the line of

EMBLEM BICYCLES

is bound to appeal strongly.



Emblems themselves possess every useful feature of merit possessed by other bicycles and being the product of co-operative labor, their actual construction is conducted on a much higher plane.

WE WILL BE PLEASED TO SUBMIT QUOTATIONS.

EMBLEM MANUFACTURING COMPANY, Angola, N. Y.

American Cycle Manufacturers

now are offered the opportunity of obtaining

SEAMLESS STEEL TUBING

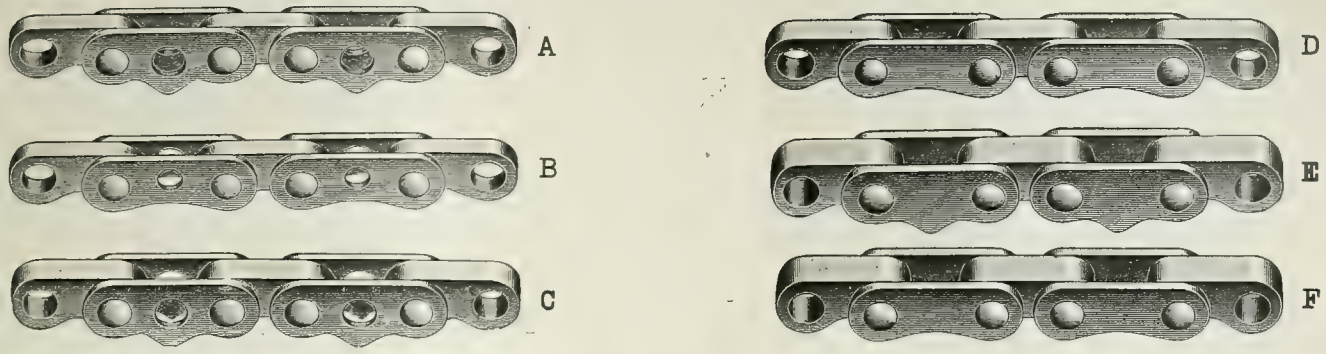
of which they may well be proud.



TUBING
is tubing of the sort.

It is made of the highest quality Swedish steel—the only steel that assures a truly high grade and dependable quality of tubing.

ACCLES & POLLOCK, Oldbury, Birmingham, England



Bicycle manufacturers should investigate "Whitney" Chains before placing contracts for the season of 1909. For two years we have been making preparations for the coming bicycle chain season. We have been fully settled in our new factory for a number of months and before August 1st we will be making our Bicycle Chains with a new and improved equipment of machinery and tools.

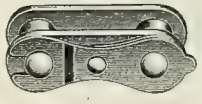
New ⅝-in. Pitch Chain

Roller or Bushing Type



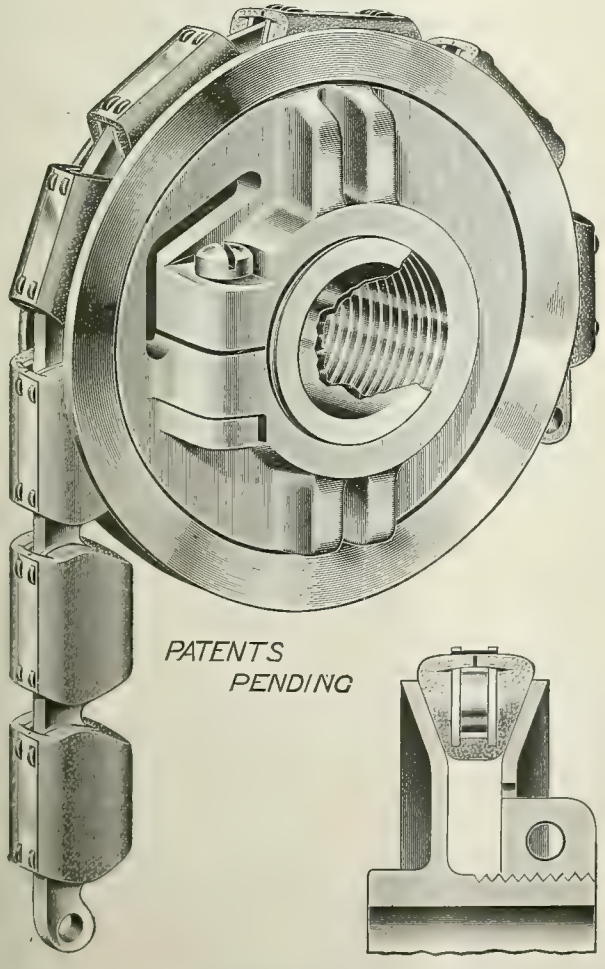
For Motorcycles, etc.

New Safety Connecting Link



PATENTED





PATENTS PENDING

This is the New

"WHITNEY" CHAIN BELT AND Special Adjustable Pulley

**FOR MOTORCYCLES,
COOLING FANS,
OILING DEVICES, Etc.**

The belt is composed of center blocks, rivets, special side links and leather covers having special form and suitable locking plates. Only the leather comes in contact with the grooved pulleys and the drive is therefore noiseless. The steel chain construction makes the belt absolutely flexible even when running over a pulley of small diameter and it eliminates elongation due to stretch which has been experienced with other types of belt drive.

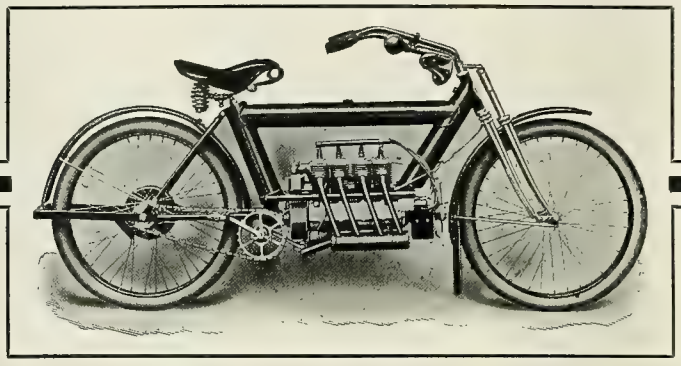
By means of our Adjustable Pulley the Chain Belt may be given the exact tension required without the use of an idler pulley and without any provision for an adjustment between the centers of the pulleys. The flanges of the pulley are brought together to tighten the chain or separated to loosen same and the adjustable flange is locked in position by the binding screw shown in cut.

The Whitney Mfg. Co.

HARTFORD, CONNECTICUT

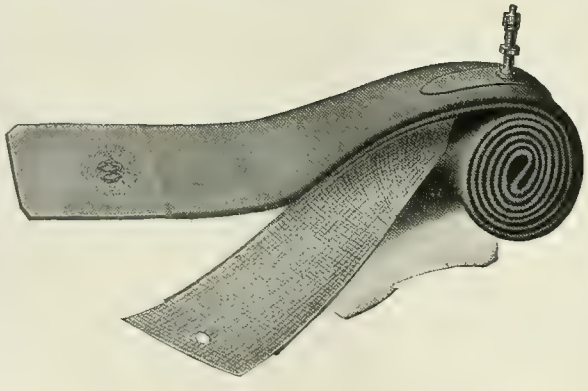
FIRST CAME PIERCE BICYLES
THEN CAME PIERCE AUTOMOLILES
Now Comes **THE PIERCE MOTORCYCLE**

Just as Pierce Bicycles and Pierce Automobiles are the world's leaders, so the PIERCE VIBRATIONLESS MOTORCYCLE is superior to every other machine—whether made in America or abroad.



Four cylinders; six to seven horsepower; shaft drive; large tubing (obviating tanks); Bosch magneto; forcefeed automotic lubricating system; mechanical valves throughout; friction clutch; coaster and band brakes; best material, workmanship and equipment; and many other features.

Booklet on Application. **THE PIERCE CYCLE COMPANY, Buffalo, N. Y.** Denver Oakland



Morgan & Wright's New Butt End Motorcycle Tube

Haven't you often wished you could take out your rear tube without removing the wheel and spoiling your chain or belt adjustment?

You can if you use a butt end tube.

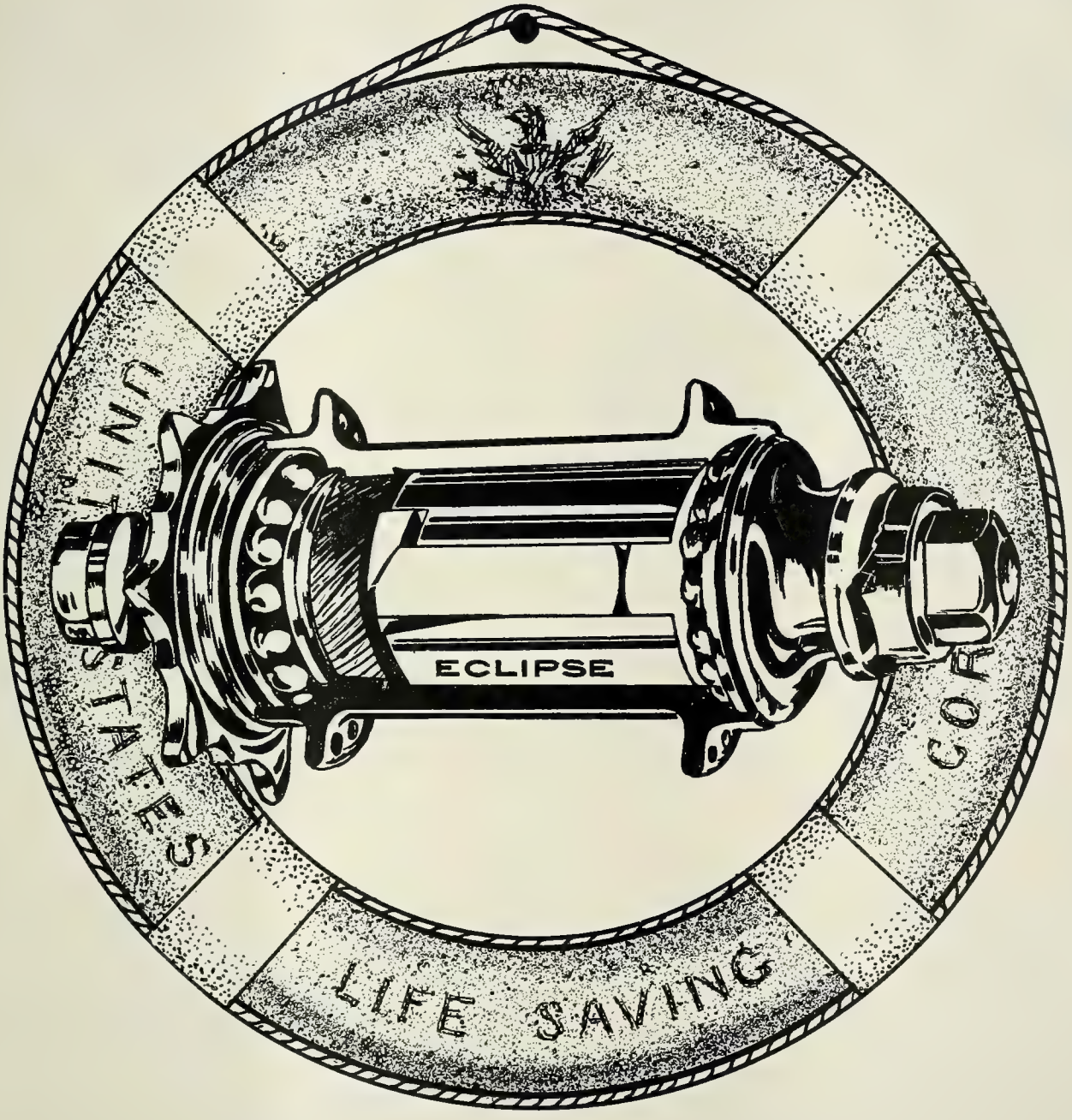
The ordinary socket end tube depends almost entirely upon inflation to keep it in place. Let your tire become a trifle soft and the chances are the ends will crawl apart and blow out.

The New Morgan & Wright tube is held firmly in place, whether inflated or deflated, by the strip of canvas, shown in the cut, which hooks over the valve stem.

It Can't Creep!

You can buy them most anywhere.

MORGAN & WRIGHT, DETROIT

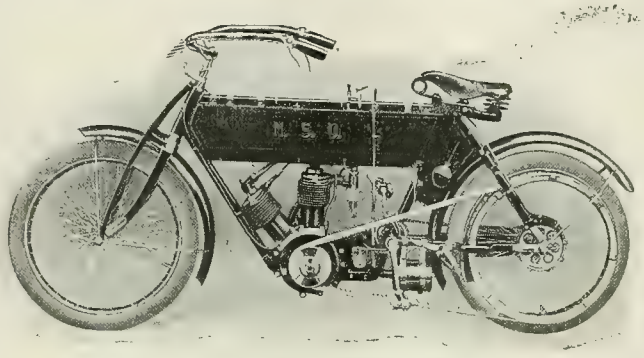


LIFE PRESERVERS—BOTH

ECLIPSE MACHINE CO.
Makers of Eclipse Coaster Brakes
ELMIRA, N. Y.

NSU

AGENTS



6 H. P. TOURING MODEL

have a feeling of pride when they sell the N. S. U. to a customer; he is sure to be satisfied. They also feel safe and sure that the bug-a-boo "Come-Back" will not haunt them the entire season to come.

Why? Because

The high grade of raw material and the perfection of its working, together with the proper distribution of weight in the

N. S. U. MOTORCYCLES

leaves nothing to be desired; while the unflinching running of the motor itself and the wonderful upkeep of other components make such fast friends between the N. S. U. and its purchaser, that his return for an adjustment is a great rarity.

We are looking for established and wide-awake business men to handle our most complete line in unoccupied territory. Write for particulars about the motorcycle fully guaranteed from tire to saddle by the

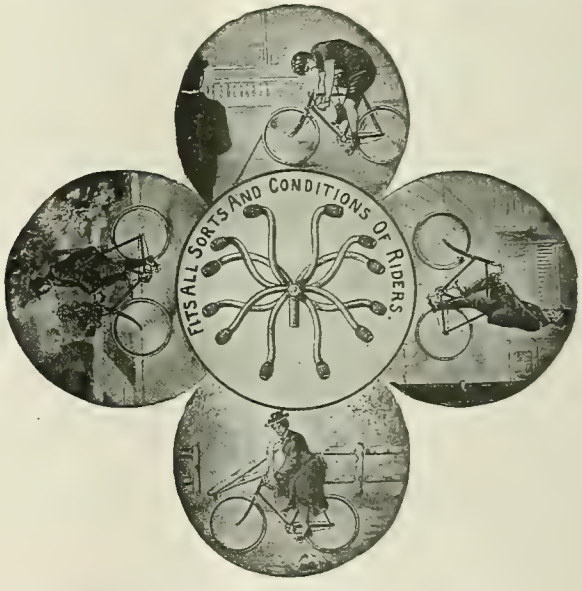
N. S. U. MOTOR COMPANY
206 West 76th Street, New York City

THERE IS BUT ONE HANDLE BAR

that affords comfort to all ages, sizes and conditions of mankind—

The Kelly Adjustable

THE STANDARD BAR OF THE WORLD



AFFORDS TWENTY-FIVE DIFFERENT POSITIONS

and renders pleasure possible no matter what may be the pace or the road conditions. The Kelly Bar fitted to any bicycle adds a strong selling point.

Any bicycle manufacturer will supply it if you insist

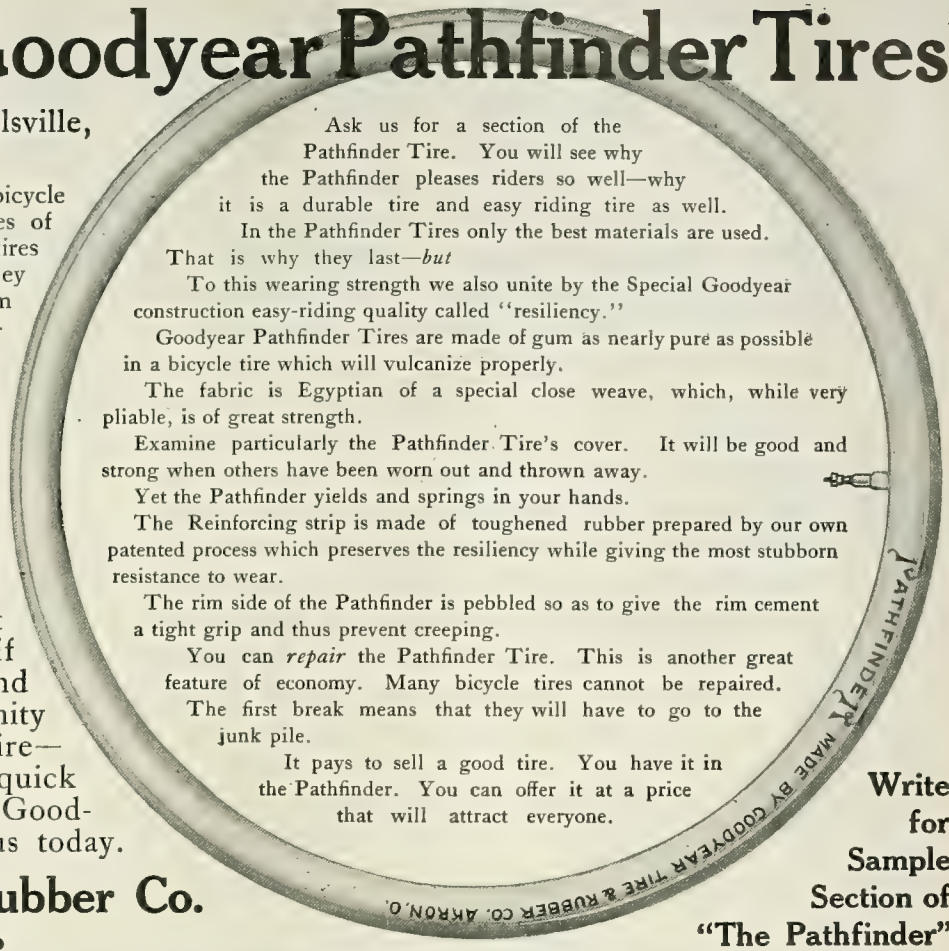
KELLY HANDLE BAR CO.
CLEVELAND, OHIO

"Rush More Goodyear Pathfinder Tires"

J. A. Leonard, bicycle dealer of Wellsville, N. Y., writes us:—

"I am sending you the names of fifteen bicycle riders who have purchased Pathfinder Tires of me. These have bought from one to two tires each and are well pleased with them. They have proven to be excellent tires. I am sending an order for more Goodyear Pathfinder Tires. Please rush as I do not wish to get out of them."

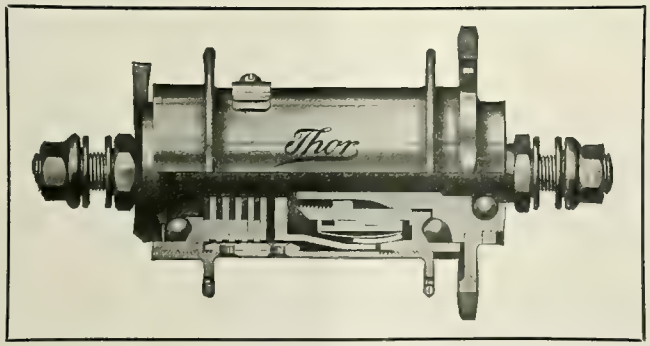
This is a sample of the kind of letters we are getting from live dealers every day. We have more than 300 dealers—one to a town—all over the country, who write us that the Goodyear Pathfinder is the readiest seller they ever handled. There must be a reason. Find out. You write us if we are not represented in your town, and see what a money-making opportunity there is in it for you. Be the live wire—for wide-awake dealers certainly are quick to see the advantages of handling the Goodyear Pathfinder. Start a letter to us today.



Write for Sample Section of "The Pathfinder"

The Goodyear Tire & Rubber Co.
Moal Street, Akron, Ohio

Thor MEANS QUALITY



Thor HUBS
"Run Easy and Wear Long"

¶ Both the Thor Bicycle and Motorcycle Coaster Brakes are built with the same design and on the same principle, one being larger than the other—that's all!

¶ The efficiency of the Thor Motorcycle Brake has never been questioned. The Thor Bicycle Brake will prove as satisfactory. Try it!

¶ Note the friction washers which allow *increased friction surface* and *easy release.*

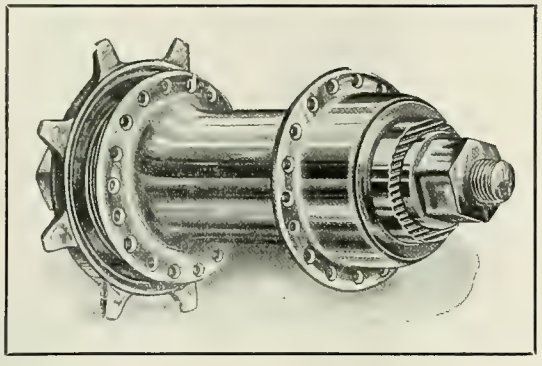
Dealers will find Thor Goods "Trade Winners."

AURORA AUTOMATIC MACHINERY CO., Aurora, Ill.

No Lock Washer

is used on

THE MUSSELMAN COASTER BRAKE



for the reason that a lock washer will spread the rear fork ends, and is therefore unsafe.

The Musselman Brake is absolutely safe and sure for it is so constructed that it holds the fork ends together, and there is no possibility of pulling apart or spreading.

"The Brake Without the Side Arm"
"The Brake Without the Lock Washer"

Sell your customers the Safest and Best.

WRITE FOR PRICES.

THE MIAMI CYCLE & MFG. CO., MIDDLETOWN, OHIO

LICENSED COASTER BRAKE MANUFACTURERS.

Hudson Hudson

1909

HUDSON BICYCLES

EQUIPPED WITH

The Celebrated D & J Crank Hangers

ARE NOW READY

The new home of the Hudson line means better facilities, better quality, better service. Agents wanted everywhere. Write for prices and free descriptive catalogue.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

DISTRIBUTORS:

J. W. GRADY & CO., Worcester, Mass. ELYEA-AUSTELL CO., Atlanta, Ga.
HAVERFORD CYCLE CO., Philadelphia, Pa. BAKER & HAMILTON, San Francisco, Cal.
NEW YORK SPORTING GOODS CO., New York, N. Y.

Hudson Hudson

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVIII | New York, U. S. A. Saturday, November 14, 1908 | No. 8

SLIGHT DELAY IN POPE PLANS

Lone Objector Causes Temporary Halt in Reorganization—Court Assents to Sale of Two More Plants.

Although more than 90 per cent. of those concerned had agreed to the reorganization plan of the Pope Mfg. Co., one objecting and apparently suspicious stockholder, of the name Thomas H. O'Connor, and who resides in Jersey City, N. J., has been able to delay the proceedings and keep the company in the hands of receivers at least one week longer than was hoped would be the case.

O'Connor lifted his voice in the Chancery Court, Newark, N. J., on Tuesday last, 10th inst., when the receivers' petition for authority to accept the offer of the reorganization committee came up for hearing. The committee offers $1,500,000 for the assets of the company, exclusive of $800,000 cash in the hands of the receivers on August 1, the transfer to be post-dated to that time. O'Connor, however, is suspicious and wants the court to make certain that the committee's offer is the best that can be obtained. Following the hearing, Vice-Chancellor Howell announced a reservation of his decision until Thursday, 12th inst., but later set Monday, 16th inst., as a date for a further hearing; at that time the receivers and others will be examined under oath.

The vice-chancellor, however, approved the sale of the Pope properties at Hagerstown, Md., and Elyria, O. For the Hagerstown factory the Pope receivers obtain $57,500, while the old Garford saddle plant at Elyria brings $35,000 to the Federal Mfg. Co., which the Pope company owns.

Immediately the reorganization plan is consummated, the creditors will be paid their fourth and final dividend of 25 per cent. on approved claims, but should any material delay arise, which is at present unlikely, application will be made for the payment of the dividend without waiting for the completion of the deal.

Ovington on Annual Trip to Europe.

E. L. Ovington, president of the Ovington Motor Co., and also of the F. A. M., sails to-day for his annual visit to Europe. He first will attend the Stanley show in London, where he hopes to pick up some desirable motorcycle accessories, and later the Paris automobile show. From Paris, he will go to Belgium for his annual conference with the manufacturers of the F. N. motorcycles, whom he represents in this country.

Discussing Division of Show Profits.

George M. Hendee, president of the Motorcycle Manufacturers Association, and W. F. Remppis, vice-president, were in conference in New York on Wednesday last with the managers of the New York, Chicago and Boston automobile shows. The first named practically agreed to permit the association to participate in any profit that may be declared, but the other two desire more time in which to consider the subject.

Watson New Head of Rubber Goods.

John J. Watson, treasurer of the United States Rubber Co., has been elected president of the Rubber Goods Mfg. Co., to fill the vacancy caused by the death of Charles H. Dale. As is fairly well known, the Rubber Goods company is the parent of the Hartford Rubber Works, the G & J Tire Co. and Morgan & Wright.

Eastern Men Headed for Pacific Coast.

H. E. Field, vice-president of the Hartford Rubber Works Co., is en route to the Pacific Coast. He will call on all of the larger trade in that territory. D. P. Harris, the New York distributor, also is heading for the coast. He will be absent until Christmas.

SOME FEATURES OF NEW INDIANS

Wherein the Famous Motorcycles for 1909 Differ from Their Predecessors—Belt Drive Only an Option.

Curiosity regarding the Indian motorcycles for 1909, which in many places is curiosity of the burning sort, is likely to be satisfied in advance of the New York show. It is understood that the Hendee Mfg. Co. contemplates releasing information concerning its new models and new features before that function opens its doors on January 16th next. As a matter of fact, some of the details already have escaped from the Springfield factory through various channels. For instance, the fact that belt driven Indians will be available next year ceased to be a state secret more than a month ago, when the Bicycling World gave the first intimation to that effect. Roller chain, however, will remain the standard transmission. The V belt will be offered only as an option.

All of the new Indians will have the new trussed loop frame with the square fuel tank stowed between the top and the truss tubes, the design of the frame being a slight modification of that used on this year's Indian racers. F. A. Baker, the New York distributing agent, who this week tried the first of the new models, states that the modification will be sufficient to prevent the monkey-on-the-stick attitude, whilst allowing of a very low saddle position, all frames being but 19 inches in height. In addition to the loop frames, two of the present diamond frame models also will be listed.

Magnetos will be the standard form of ignition on two of the twins and will be offered as an option on all save two of the singles, on which latter dry batteries will constitute the undeviating standard. The automatic inlet valve has been thrown into

the discard. Mechanically operated valves of an improved design, will be the standard on the entire line; not even an option on the automatic type will be offered. This improvement in valves and in other details has, it is asserted, increased the engine power fully 15 per cent. The engines have been provided with an oil well and with a "window" in the base, permitting the depth of oil to be seen at a glance. The present type of oil tank and force feed pump is retained, but in a more accessible position.

Among other known new features will be a back pedaling band brake made by the Corbin Screw Corporation and which, save for the band, does not differ very greatly in design and operation from the present Corbin coaster brake.

Had to Refuse a Foreign Order.

That the manufacturer of an American cycle accessory actually was obliged to decline an export order during the present year will prove in the nature of surprising news to most of those engaged in the trade; and yet such was true of the Badger Brass Mfg. Co. They were forced to refuse an order from Argentina for several thousands of their Solar gas lamps.

"But I don't think we will be caught short hereafter," said L. J. Keck, vice-president of the company, in remarking the fact. "We have a run of 100,000 Solar bicycle lamps now under way and will be in position to meet all demands."

Keck also remarked that the foreign demand for Solars has continued with admirable steadiness. Fully 40,000 of them are exported regularly each year.

Grossman Goes Abroad on Business.

Emil Grossman, president of the National Sales Corporation, New York, which, among other things, handles Peugeot motors and Pirelli anti-skid motorcycle tires, sailed for Europe last week. While abroad, he expects to make arrangements for larger importations of both of those productions.

Albany Dealer in Larger Store.

F. W. Anderson, the Albany (N. Y.) motorcycle dealer, who also manufactures a stand and carrier and several other specialties of his own invention, has removed to larger quarters at 147 Hudson avenue. His new place is 45 by 100 feet.

Holland Now Located in Los Angeles.

Lincoln Holland finally has left his old stand in Worcester, Mass., and carried out his "threat" to remove to the other side of the continent. He has located his motorcycle establishment in Los Angeles, Cal., at 1038 South Main street.

Preston Gets Factory in Buffalo.

The Preston Fabric Tire Co., which recently was organized in Buffalo, N. Y., has purchased a disused spring factory at Niagara and West Delevan avenues; it is being remodeled for the manufacture of tires.

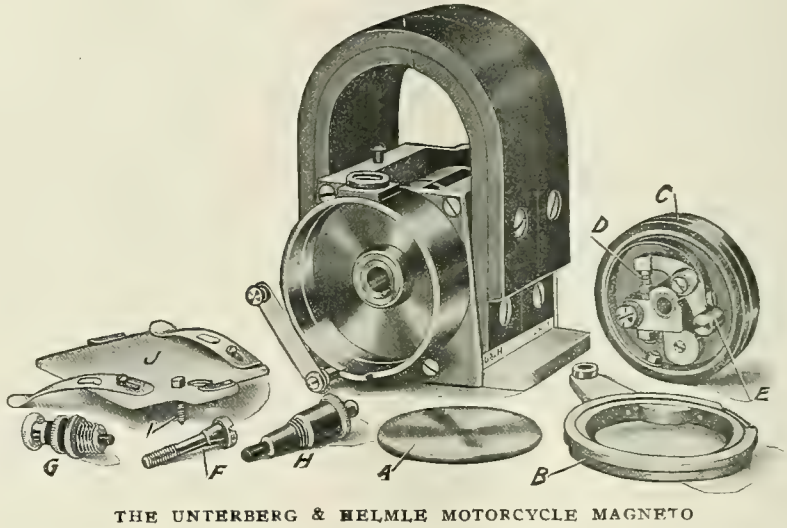
MOTORCYCLE MAGNETOS ARRIVE

First Deliveries in New York of the Unterburg & Helmle Device—Details of Its Compact Construction.

After some little delay, the J. S. Bretz Co., of New York, finally are receiving deliveries of the Unterburg & Helmle motorcycle magnetos, for which they are the American sales agents. The magneto, which is shown by the accompanying illustration, is claimed to be the most compact instrument yet produced for motorcycle use. It looks the part and its features are as attractive as its appearance.

The little magneto weighs only six pounds complete and it stands 4⅝ inches high, yet it is powerful enough to give an efficient spark at the pedaling speed at which the motorcycle is started. Accuracy of construction and refinement of design are obviously necessary to product an efficient machine of such small dimensions and an examination shows these features to be fully characteristic of the present machine. the interrupter, as is shown in one of the illustrations, is removable bodily for adjustment, thus overcoming the objection due to limited accessibility in the cramped quarters in which these instruments are sometimes placed. The interrupter is equal in size and identical in most of its parts with that used in the automobile type. As the interrupter revolves, the stud, A, runs over an internal cam shaped projection forming part of the fiber ring, B, and contact is thereby broken between the ground contact arm, C, and the insulated screw, D. The condenser is mounted back of the interrupter and rotates with it. The interrupter is removed for adjustment by unscrewing the screw E. A cover plate over the armature is held by spring clips and may be removed at once for inspection. A safety spark gap is provided so that excessive potential due to thoughtless disconnecting of the spark plug cable can do no harm to the armature insulation.

In the instrument illustrated the bearings are plain in order to economize room. They are, however, of unusual design, since the bushings are of hardened steel and the rotating surfaces are bronze, thus reversing the usual order. The purpose of this is to prolong the life of the bearing since the steel does not wear at all and the bronze will wear equally all the way around instead of only on one side as it would if stationary bronze bushings were used.



THE UNTERBERG & HELMLE MOTORCYCLE MAGNETO

Another of the Founders Passes Away.

In the sudden death in Hartford, Conn., on Monday last, 9th inst., of George A. Fairfield, there passed away the second of the three chief figures responsible for the establishment of the bicycle industry in America. Mr. Fairfield, who was 74 years of age, was secretary of the Hartford Board of Trade and a director in several corporations, but practically he retired from active business when, several years ago, he disposed of his interests in the Hartford Screw Machine Co.. His part in the foundation of the cycle trade came of his connection with the Weed Sewing Machine Co., of Hartford, of which he was president in 1878, when Col. Albert A. Pope induced him to accept the contract for building the first fifty Columbia bicycles. Mr. Fairfield was not particularly favorable to the undertaking, but his all-important consent finally was obtained through the good offices of George H. Day, then the manager of the Weed company, and who became Col. Pope's first lieutenant when, years afterward, the latter purchased the Weed plant and devoted it wholly to the production of bicycles. Mr. Day died early in the present year. Mr. Fairfield himself became one of the pioneer cyclists of this country and was among those present at Newport, R. I., in 1880, when the L. A. W. was founded. When the cycle business boomed, Mr. Fairfield's Hartford Screw Machine Co. did a big business in cycle parts.

THE RACYCLE MODELS FOR 1909

Distinguishing Features of the Rideabout, the Newcomer in the Line—Roller Chains for the New Pacemakers.

As the Bicycling World stated in September last, the Racycle line for 1909 will be increased and distinguished by a new model, the Racycle Rideabout, as it has been styled by its makers, the Miami Cycle & Mfg. Co., Middletown, Ohio. The newcomer is shown by the accompanying illustration. The frame lines and fittings are identical with those of the Racycle Pacemaker; the chief points of difference being the use of a 70-tooth, half-inch pitch front sprocket, and, of course, a half-inch pitch roller chain. These differences, however, have resulted in such silence and marvelous smoothness of action that the Miami people believe that the Rideabout will so charm all who try it that it will prove one of the best sellers they ever have produced—and they have produced a number of them. The Rideabout will be further distinguished by a crimson finish.



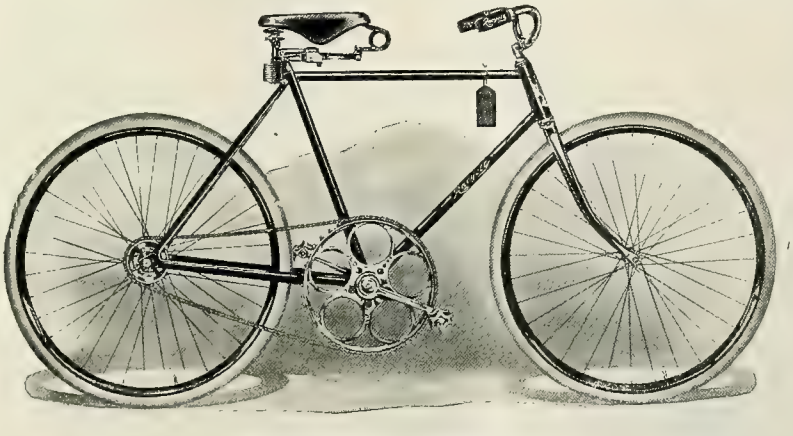
THE RACYCLE RIDEABOUT

The time-tried Pacemakers also will be regularly equipped with roller chains for the first time, but they will be of one-inch pitch. The standard finish hereafter will be gun-blue, which the Miami company states has proved the most popular finish they ever have supplied.

It goes practically without the saying that the famous self-oiling crank hanger will continue to be the big Racycle feature; and the hanger itself has undergone some structural and strengthening improvement though its principle remains unchanged. In order to give greater strength to the cranks and to prevent possibility of breakage, the angles of the crank clutches have been widened so that the right and left cranks make a very firm fit. In addition, the cranks are fitted with a key, which passes through the cone sleeve, the purpose of the key being to prevent the cranks from working loose and to relieve the strain on the crank bolt. This permits the use of a smaller crank bolt, with correspondingly more stock in the crank clutches, making a stronger, firmer and better crank construction than ever was used before.

All of the high priced Racycles will be again distinguished by the use of imported weldless steel tubing in the frame construction, the frames having also unusually long and likewise drop forged steel heads, fork crowns and seat post clusters. Hartford tires, Troxel saddles and Kelly adjustable handle bars will be included in the standard equipment, but desirable options will be offered in respect to each of those essentials. The Racycle tri-spring fork and double flexible frame will be employed in the cushion frame models, and while other coaster brakes will be supplied when called for, the Miami company not unnaturally recommends the use of its own armless Musselman brake, which is the only one it guarantees.

In the line of Hudson bicycles, which the Miami Cycle & Mfg. Co. acquired during the current year, no changes will be made in general design, but the frames will be improved by the use of longer reinforcements and by a better quality of enamel. The higher priced Hudsons will be fitted with the D. & J. hanger; the others with the Hudson special hanger. Hartford tires will be their standard equipment, but considerable latitude in the matter of options will be afforded.



THE RACYCLE PACEMAKER

SHRINKAGE IN GERMAN EXPORTS

Large Decline Shown by Statistics for Eight Months of 1908—Bulk of the Loss on Parts Trade.

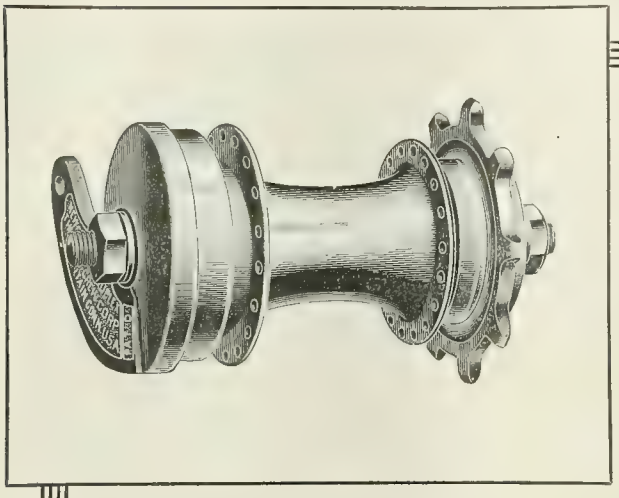
While its extent remains sufficiently enormous to keep Germany at the head of the list of cycle-exporting nations, the latest figures available—those for the eight months ending with August—show that the decline which has marked this year's business still prevails. For the eight months, the total shrinkage amounts to more than $2,700,000, the total value of the exports being $10,069,250 as against $12,784,800 for the corresponding period of 1907.

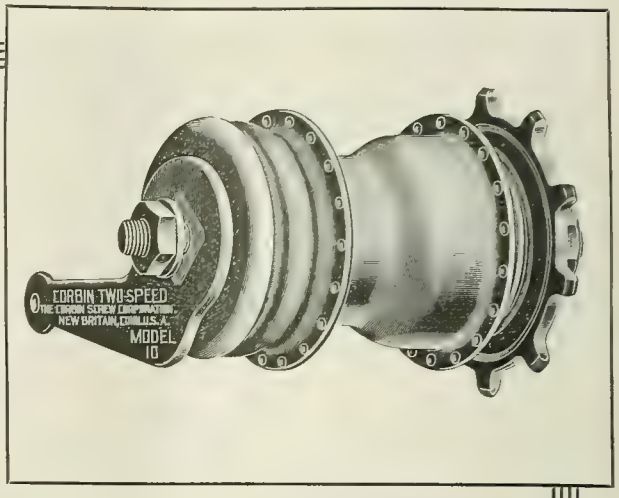
Although complete bicycles to the number of 109,680 were shipped out, their total valuation was but $1,867,500, an average of only $17 per machine. For the first eight months of 1907 the number of bicycles exported was 128,027, valued at $2,185,750. The principal customers for German bicycles at the present time are, in the order of their importance, Denmark, Holland, Switzerland, Russia, Belgium, Sweden, Norway, and Bulgaria. With the exception of the two last-named markets there has been a decline in the shipments.

In the matter of parts, which have constituted the bulk of the business, the falling off naturally appears very large—from $10,599,000 to $8,201,750, a loss of $2,397,250. The largest purchasers of German parts in the order of their importance, are the United Kingdom, Denmark, Holland, Austria-Hungary*, France, Italy, Belgium, Switzerland, Sweden, Russia*, Australia*, the United States, Norway*, and the Argentine Republic*.

The exports to the five countries marked with an asterisk have undergone a slight increase, but to all the others they have declined.

The growth of Germany's cycle export trade was so sudden and so large and long sustained that it appears remarkable that the shrinkage did not set in long ago.





THAT LARGE AND
OFT-REPEATED TRUTH,

"There is no surer way of making friends than by 'making good'"

well serves to account for
the enviable position of the

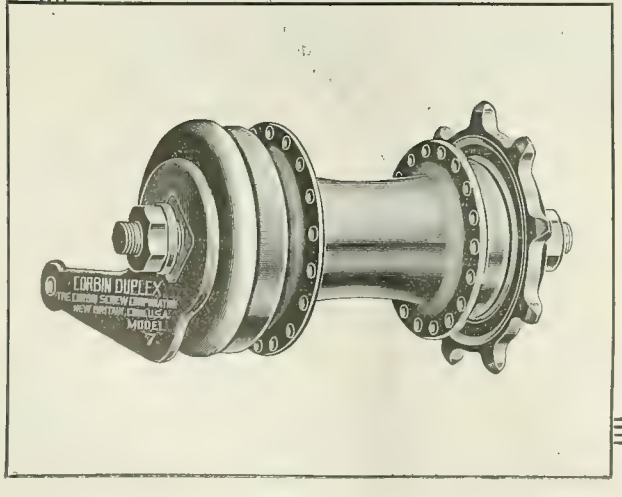
Corbin Coaster Brake.

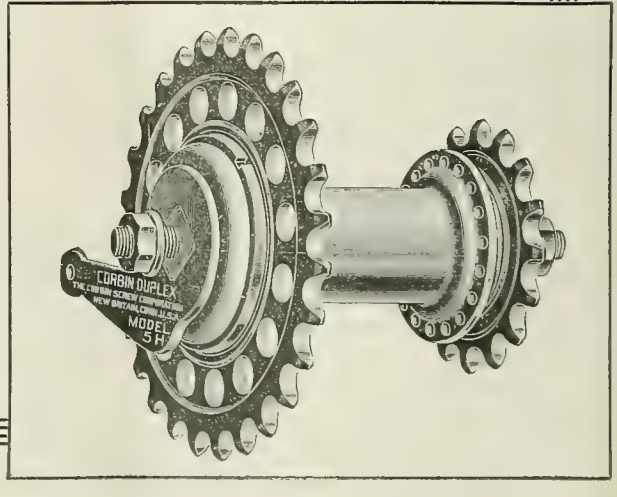
It always has made good.

CORBIN SCREW CORPORATION

NEW BRITAIN, CONN., U. S. A.

LICENSED COASTER BRAKE MANUFACTURERS.





THE BICYCLING WORLD and MOTORCYCLE REVIEW
FOUNDED 1877

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☞Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, NOVEMBER 14, 1908.

"I have arranged to handle the Excelsior motorcycle in this vicinity and will be glad to secure for the Bicycling World as many subscriptions as possible; for I believe that a live publication such as the Bicycling World is a great thing for the industry and of greatest assistance to us in working up a prospective customer to the buying point." —George T. McComb.

Seasons on the Pacific Coast.

While cycle manufacturers long since discovered what constitutes the "beginning of the season" on the Pacific Coast and act accordingly, it is quite evident that comparatively few of the motorcycle makers have learned the lesson thoroughly, if at all. Practically all of the many Pacific Coast tradesmen who visited the East during the past two months had more than one object in view, but, generally speaking, their chief object was to impress motorcycle manufacturers with the fact that in their section of the country, the so-called 1909 season already had commenced and all they required to permit them to do a fairly good business were the 1909 models. On the greater part of the coast, there practically is no closed season, so far as the temperature is concerned, and it is only in January and February that the rain falls sufficiently to hinder sales. The idea that prevails there was well exemplified by one of the visiting dealers.

"When does the new season actually begin?" he was asked.

"Whenever we receive the new models," was his prompt and sufficient response.

Before this truth was fully appreciated by all of the bicycle manufacturers, there were two or three of the wise ones who were first to realize its meaning, who made a big "killing" for several successive years by getting carloads of their new models to the Pacific Coast two months before their competitors had their product in shape for marketing. At that time it was not unusual for the East to receive via California, its first news of new features.

The moral is plain, and any motorcycle manufacturer may profit by it.

In the case of motorcycles, the early season on the Pacific Coast offers another advantage to manufacturers. In the hands of riders, any weaknesses or shortcomings in new features are likely to become apparent in time to permit of their correction before the bulk of the product is made up and ready for the Eastern market in the Spring.

Fraud that Merits Punishment.

"Who is a private owner?" seems likely to become a twin brother of that other vexatious question born of motorcycle competition, "What is a stock machine?" Indications are not lacking that there are not a few "private owners" whose elastic consciences are permitting them to resort to dishonest and despicable practices of which the "trade rider," against whom they so often inveigh, never can be accused. In their desire to win and to "beat the rules," these "private owners" are claiming and certifying to ownership of fast machines which there is every reason to believe they do not own; apparently the are unaware that there is a penalty for fraudulent entry. The dealers who loan them the machines and then "manufacture" fake bills of sale to further the fraud, are equally guilty. It will be a good thing for the sport if both the principal and the accessory are severely dealt with at the first opportunity.

An American motorcyclist writing to a British publication warmly commends it for never failing to report all of the troubles, trifling and otherwise, which occur to the participants in whatever race or contest, no matter how unimportant; he regrets that no journal in America does that sort of thing. The gentleman in question, however, apparently cannot read straight, and also overlooks two important considerations: first, America being so much larger that Great Britain—the latter could be dropped into the State of Texas alone without being missed—is therefore much harder to "cover," and, second, the probability that the Britons, who are much given to tinkering, have more trouble than do American riders, and thus there are more troubles to report.

The Bicycling World is contemplating the offering of a prize for the first photograph of a motorcycle club or gathering of motorcyclists in which the parties to the picture are not lined up beside their machines and spread out as widely as possible. This wide spread of men and machines may be imposing to look upon, but it is not only wholly lacking in picturesqueness, but when photographed it causes the objects to become of pin-head proportions and when reduced for printing in such a publication as the Bicycling World, it requires a microscope to discover who's who or what's what in the picture.

Among the prize suggestions for bicycle improvement born of a competition promoted by a London publication is one that would eliminate the use of cotter pins. Unless it be reverence for the ways of our great grandfathers, why this method of crank fastening has obtained in Great Britain during all these years is one of several things past understanding, or finding out. Coupled with the heavy, square crank, it is a relic of past ages, and looks as archaic as it is in fact. And yet it is a favorite pastime of the Britons to pose as ultra-critics of American cycle construction!

A postcard from Mr. T. K. Hastings, of New York, says, "Best wishes from a 'Pro.,' my penalty for competing with the only sportsmen in the motorcycle world—my English friends."—The English Motorcycle.

How pathetic! How helpful for the man who plans to sell American motorcycles to American citizens! How soothing to the only sportsmen in the world whose unwritten motto for generations has been "Win, tie or wrangle"! How suggestive of grapes that have soured!

HOW RIGIDITY AIDS HILL CLIMBING

An Observant Cyclist's Deductions from Experimental Riding—His Suggestions for Stronger Frame Design.

The impression seems general that there is to be some novelty at the Stanley Show in connection with frame design and without exception the experts who are dealing with the subject are sceptical as to whether any new design of this nature will catch on; they rightly think that it is difficult to beat the ordinary diamond frame.

There is a direction, however, where very definite improvement could be effected, though of a nature which might not at first appeal to the casual observer, and that is a better method of supporting the bottom bracket, asserts the Irish Cyclist. The twisting strains placed on this vital portion of the machine, when a heavy rider endeavors to surmount a stiff hill, are extraordinarily severe, and there are very few brackets, indeed, which do not twist slightly under the ordeal. Any rider can test this for himself by trying the following experiment:

Note carefully the clearance between one of the crank ends and a chain stay; then fill up this clearance until one can only just see daylight between. A strip of gum paper wound round the stain stay will do admirably. Next test the machine on a really stiff hill, and, if we mistake not, it will be found in nine cases out of ten that the bracket will twist to such an extent that the end of the crank will come in contact with the gum paper and tear it off. Personally, we have removed the enamel in this way from the chain stays of a machine which weighed "all on" about 32 pounds. Such twisting leads to a very great loss of power. It places the chain wheels out of alignment, and has a tendency to cause the bearings to bind.

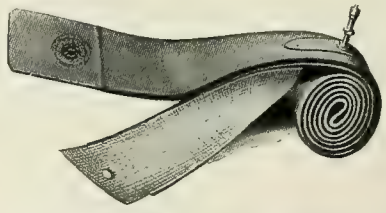
We first realized the enormous loss from this cause through experiments on two very dissimilar machines. One was an exceedingly light road racer, which carried us perfectly on comparatively level roads. Up steep hills, however, its running was woefully bad. A friend, however, who scaled only 112 pounds, found this mount an excellent hill climber. About the same period we had occasion to ride a Raleigh tandem, singly, on many occasions. Now, this machine has particularly rigid bottom brackets even for a tandem. We found on steep hills the work of propelling it was even less than that of the light roadster referred to, the reason being that the bracket, which was designed to stand the strain of two men pedalling, had such an immense margin of rigidity where a single rider was concerned that all lateral "give" was eliminated. We invariably found, too, that during our lengthy experience of Raleigh tandems that it was much easier to climb steep hills with a very light rear rider than with a heavy one, even though the latter was a stronger and a more expert cyclist, from which we were led to the conclusion that even on the Raleigh tandem, which is the best designed tandem bracket on the market, there was an appreciable give in severe hill climbing.

There is, however, at least one bicycle on the market which has got over this failing by scientific design. Stripped as a road racer, it only scales about nineteen pounds, and fully equipped for the road about twenty-three pounds. Notwithstanding its extreme lightness, the bracket is capable of resisting the efforts of the heaviest and most powerful riders on the steepest of hills, and for this reason we have found it possible to climb gradients on which we have failed on other bicycles of higher grade so far as finish is concerned.

This end has been attained in a simple manner, though possibly such as may present difficulties for commercial production. The back chain stays are strongly bridged, and the connecting unit between the bridge and the bracket consists of a flat tube. Vertically, there is probably a certain amount of give, or, perhaps, we should say resiliency, in this tube, which in itself is beneficial, as it tends to complete the symmetry as a whole of an exceedingly light machine. Laterally, however, as any cyclist can understand, it is impossible to bend a flat tube, just as it is impossible to bend the blade of a knife, applying pressure from the top, though it is quite flexible if taken on the flat. This method of construction alone would have the effect to strengthening the bottom bracket, but the machine in question has the down tube of the diamond bifurcated, the ends of the forks thus formed supporting the bracket on each side. Probably, from the point of view of commercial production, this feature would be most difficult to adopt successfully, but if the public were once convinced that a bicycle so constructed gives greater ease of propulsion when hill climbing we feel convinced that thousands would willingly pay the increased price for it.

Butt-End Tube for Motorcycles.

Morgan & Wright, the Detroit tire makers, who for many years have marketed a butt-end tube for use in bicycle tires, have adapted the same idea to motorcycle usage. The accompanying illustration shows their butt-end motorcycle tube. Unlike others,



the M. & W. tube does not depend on inuation to keep the ends in place; instead, a canvas strip is cemented to one end and is provided with an eyelet which hooks over the valve stem—a form of construction that prevents creeping of the tube in case the tire is ridden insufficiently inflated.

To Keep the Battery in Position.

If a battery case of the Indian type develops a tendency to slide down until the lower terminal of the battery becomes grounded on the engine base, causing misfiring and, sometimes, complete loss of spark at the plug, the remedy is simple. Remove the battery case from the frame and wrap tire tape around the frame tube where the battery clips encircle it. When the battery is replaced and the clips tightened they will sink into the tape and insure the battery remaining in its proper place. Coils that display a tendency to slip in the same way may be firmly secured in position by similar use of tire tape.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

COMING EVENTS

November 15, Bakersfield, Cal.—Motorcycle races.

November 16-21, Boston, Mass.—Ten hours a day six days race in Park Square Coliseum.

November 21, Brooklyn—Bicycle races in Twenty-third Regiment armory.

November 24, Baltimore, Md.—Carroll Cyclers' first annual hometrainer meet in Hazazer's Hall.

November 26, Washington, D. C.—National Capitol Motorcycle Club's race meet at Bennings track; open.

November 26, Valley Stream, N. Y.—Long Island Division, Century Road Club Association's 10 miles handicap road race; open.

November 26, Baltimore, Md.—Crescent Bicycle Club's 11-miles handicap road race; open.

December 7-12, New York City—Fifteenth annual six days race in Madison Square Garden.

December 14-19, New York City.—Annual six days race in Madison Square Garden.

January 16-23, New York City—Motorcycle section, Association Licensed Automobile Manufacturers' show in Madison Square Garden.

February 6-13, Chicago, Ill.—Motorcycle section, National Association Automobile Manufacturers' show in Coliseum.

March 6-13, Boston, Mass.—Motorcycle section, Boston Automobile Dealers' Association's show in Mechanics Building.

WILLS IS COMING TO AMERICA

The Sixty-One-Miles-an-Hour Man to Compete at Madison Square Garden—Will Meet Walthour in Match Race.

Arthur E. Wills, the little Englishman who wrote his name in large letters in the book of cycling fame when he covered 61 miles 905 yards in 60 minutes, at Munich, August 17th last, is coming to America for the express purpose of meeting Robert J. Walthour in a paced race at Madison Square Garden, Saturday night, December 5th, and to ride paced exhibitions during the week of the six days race. This announcement made yesterday, came as a surprise, for it was generally understood that Champion Hugh MacLean had been engaged to meet Walthour. MacLean, however, has signed to go to Europe after the Boston six days race, which occurs next week, and a change in program was necessitated.

Boston's Indoor Season Begins To-night.

Boston's indoor season will be inaugurated to-night (Saturday), when the new ten lap track in the Park Square Coliseum will be the venue for an interesting card of sprint races, in addition to a 15-miles motor paced match between Elmer J. Collins and James F. Moran. All the leading sprinters in America, as well as several crack foreigners, are in Boston and will ride both to-night and in the 10 hours a day six days race that will start on Monday, at 1 o'clock and continue until Saturday night until 11 o'clock. Only three of the teams have been announced, those combinations being McFarland-Moran, Anderson-Lawson, and Bedell-Bedell.

Risden "Puts It up" to Scott.

The astounding and guileless agreement between C. W. Risden and J. Arthur Scott, respectively the Indian and Thor agents in Los Angeles, by the terms of which each was to mount a rider on his machine and let them "fight it out" over a three miles straightaway course, the losing dealer to display for 30 days in his show window a placard acknowledging his machine to be inferior to the one represented by his rival, has been settled. M. J. Graves, on a 2¾ horsepower Indian, represented Risden, and Charles Balke, on a 3 horsepower Thor, was up for Scott. In the first trial Graves beat Balke easily, but gave him another chance with the same results. Scott, it is said, has balked at displaying the placard, which might have been expected, no matter who won.

The Decorated Motorcycle that Won the Prize at Nashville.



To be able to sell motorcycles and to qualify as an experienced decorator at the same time are two happy faculties possessed by C. A. Truan, Knoxville, Tenn. In the parade recently held in that city Mr. Truan's Armac side car, which he decorated himself, was considered the neatest and most handsomely decorated machine in the parade and accordingly was awarded the highest merit of honor. How it was decorated is shown by the accompanying illustration.

SHAPING UP FOR GARDEN GRIND

List of American Six Days Teams Nearly Complete—Rutt and Stol May Ride—Big Card for Curtain Raiser.

With cold weather now seemingly assured, plans are beginning to formulate for the 15th annual international six days race, to be held in Madison Square Garden, New York City, the second week in December, the dates being from the 7th to the 12th, inclusive.

As usual the curtain-raiser to the continuous grind will be a card of sprint and paced events on the Saturday night before the start of the race, December 5th, the feature being a motor-paced match between Arthur E. Wills, of England, the world's hour record holder, and Robert J. Walthour, of Atlanta, Ga.

The discussion between Walter Rutt, of Germany and Johann Stol, of Holland, winners of last year's race, and P. T. Powers, promoter, still continues but it is almost certain that the promoters and the riders will come to an agreement before very long. The foreign teams that are assured, as announced exclusively in the Bicycling World, are Dupre and Leon Georget, who finished third last year; Faber and Lafourcade, and Brocco and Labrousse, the last named pair going into the grind solely for the purpose of making a fast race. Without venturing a prophecy, it is thought that Brocco and Labrousse will last about as long as Reynolds, Benyon, Darragon and Jacquelin did last year. Jacquelin, it will be remembered, attempted to show the American riders how to sprint, and he blew up very early in the race.

A few of the American teams have been definitely decided, according to information gleaned this week. Floyd McFarland, the lanky San Jose rider, who won the six days race in 1900, and whose name is on the record books, has teamed with James F. Moran, the former Chelsea milkman. The Bedell brothers again will be seen together, as will Walter Bardgett of Buffalo, and Patrick Logan of South Boston, the two riders who made such a plucky showing last year in spite of injuries.

Walthour arrived in New York last Saturday and immediately went into training at Paterson. That the Southerner means to stay in this race until the finish is evidenced by his early return to America. The gossips have it that Walthour will ride with E. F. Root, of Melrose, Mass., who has several six day victories to his credit.

C. L. Hollister, formerly of Springfield, Mass., but lately of Salt Lake City, and Walter De Mara, of San Francisco, will be a new combination. Hollister is a six day veteran, but this year will mark De Mara's debut. Norman M. Anderson will team with Iver Lawson to form the Scandina-

vian team; Anderson hails from Copenhagen, Denmark, while Lawson originally came from Sweden.

Joe Fogler is making strenuous efforts to induce A. J. Clarke to team with him, but the Australian is not particular about going in the Garden grind, as he intends to go abroad the first of the year, as announced elsewhere. Of course, should he secure an unusually attractive bonus the Australian may be induced to enter the forthcoming race.

Young Smith Adopts Hippodroming.

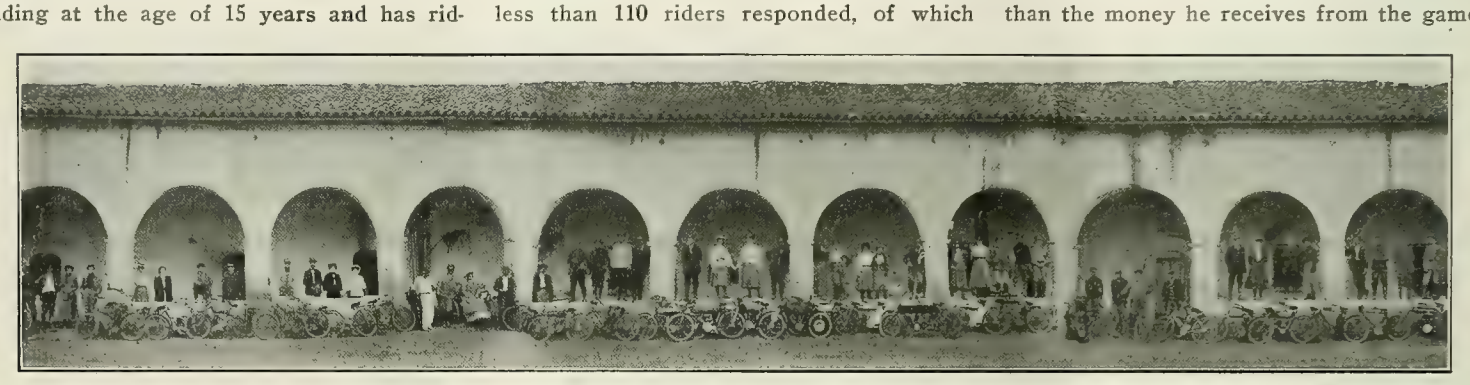
Although the news will greatly surprise the motorcyclist of this part of the country, where he is well known, little Russell H. Smith, of Scarsdale, N. Y., is the "19-year-old champion motorcyclist for the mile," according to a New Orleans newspaper. Equally surprising it is that "Smith started riding at the age of 15 years and has ridden in races both in this country and abroad. His record for one mile flat was made at Providence, R. I., last year when the youngster guided a N. S. U. machine the distance in 51 seconds." All of which means that the press agent got in his deadly work at New Orleans, where Smith and Arthur Redfern, the former professional jockey, raced on Saturday and Sunday last, November 7th and 8th. Smith and Redfern are now members of the Louis Strang automobile "vaudevillians," and they performed in two five mile matches on the dates mentioned. Redfern defeated Smith by 20 feet in 7:28 on Saturday, and the following day Smith won out by a foot, the time being 7:10⅕. Both men rode N. S. U.'s. If his connection with the Strang coin-chasing and barnstorming troupe is not sufficient, Smith's appearances with Redfern will quietly serve to remove him from the amateur ranks.

Motorcyclists Show Real Racing.

Two motorcycle races at the two days' meet at the fair grounds track, St. Louis, on Saturday and Sunday last, 7th and 8th insts., afforded as much excitement and more real competition than did the automobile events. The event on Friday was a five miles open, with 15 starters, and the only thing to mar it was an accident in which Tim Bahnsen figured. Banhsen attempted to slow when another rider closed in on him, and his machine skidded several yards, before falling. Banhsen was bruised considerably about the head, but revived before an ambulance arrived. The event was won by J. H. Anderson in 6:53⅗, with Frank Hazard second and Charles Cornwell third. Notwithstanding his injuries Banhsen went into the five miles race on Saturday and won out in a field of seven, covering the distance in 5:47⅘. Arthur White was second, and Edward Kline finished third.

Los Angeles Holds Biggest Club Run.

To the Los Angeles Motorcycle Club, which never does things by halves, is accorded the distinction of having engineered the largest club run ever held in America. When the captain recently called a run to the famous old San Fernando mission, no less than 110 riders responded, of which number a goodly proportion were women. The accompanying photograph does small justice to the actual scene presented on that day, as only about one-third of the actual photograph is reproduced . As will be seen the arches of the quaint old mission building afforded ready-made frames for the various groups, of which full advantage was taken by the camera man.



LOS ANGELES MOTORCYCLISTS PICTURESQUELY GROUPED AT SAN FERNANDO MISSION

Chairman Morton Suspends Offenders.

Chairman R. S. Morton, of the Federation of American Motorcyclists' competition committee, has announced the suspension of A. T. Mason, J. A. Finkle, L. B. Vine, E. David, F. A. Minkler and O. R. Hutchinson, for participating in the unsanctioned hill climb recently promoted by the Berkshire (Mass.) Automobile Club, as well as for competing without being registered. The men have been shelved for six months, the suspension dating from October 26th. As the event was not sanctioned by either the F. A. M. or the American Automobile Association, the automobilists also are "in bad."

Carroll Cyclers with Mileage Records.

Its outdoor riding season being come to an end the Carroll Cyclers of Baltimore has announced the result of its mileage competition, which was started at the beginning of the season, for club members. Leonard Deck is announced as the winner, but the number of miles he or any of the riders covered is not stated. The standing of the riders in the contest is recorded as follows:

Leonard Deck, first; John F. Mickey, second; John Wills, third; B. J. Logue, fourth; C. H. Bokemeyer, fifth; William H. Helfrich, sixth; C. C. Weber, seventh; A. H. Helland, eighth; J. George Koch, ninth; Harry Wills, tenth; John Ruhl, eleventh; Carroll Uhler, twelfth; Charles Hossfeld, thirteenth; Louis Goldberg, fourteenth; Albert Ranger, fifteenth; J. F. Metcalf, sixteenth; Cyril Mahan, seventeenth; Albert Helfrich, eighteenth; Samuel Dimarco, nineteenth; Irwin Paech, twentieth.

One of Wills's Records Broken.

Gombault, the wealthy young French pace followers, who rides more for the glory than the money he receives from the game, has won honor in Paris and 500 francs from Bertin, the man who paced Wills when the latter broke the world's hour record and later several short distance records in Paris. Bertin was so confident that the standing start kilometer paced record of 55⅗ seconds made by Wills would not be broken that he offered 500 francs to the first rider to succeed. Gombault arrived in Paris recently and immediately made preparations to attack the record. On Saturday, 1st inst., Gombault went to the Parc des Princes track with his pace maker, Dancart, and a five cylinder pacing machine. Three trials were necessary before Gombault got inside the record, but his last attempt resulted in his covering the distance in 53⅗ seconds, or two seconds better than Wills's record. On his first attempt his time was 56⅕, and in the next he clipped off the fraction, making the time 56 flat.

Cycling Club Presidents in Novel Race.

Something novel in road racing took place in Paris recently when the first annual race for the presidents of cycling clubs was held on the Circuit de Ferrieres, a distance of nearly 30 miles. Charles Maillot, president of the Paris University Club, won in 1 hour 8 minutes 50 seconds, but was afterward disqualified and the race was given to M. Serrurier, president of the Ateurs Parisien, who finished second.

CLARKE FIRST IN FINAL SPRINT

With Fogler He Captures Paterson's Six Nights Contest—Two Teams One Lap Ahead at the Finish.

A. J. "Rocket" Clarke and his partner, Joe Fogler, constituting the foreign team, won the six nights' race that finished in the Fifth Regiment Armory, Paterson, N. J., Saturday night last, 7th inst. This is the first time that a foreign team ever has won a six nights' race in Paterson, for the simple reason that this particular affair was the first six nights' contest ever held in the aforementioned city.

The victory of the "foreigners" was not a surprise, for when the teams of Clarke and Fogler and Vanoni and Samuelson gained a lap on the field on Thursday night, there remained no doubt as to the ultimate outcome. Doubtless there may be some persons who would be tempted to question the statement that a foreign team won. But facts are facts, and there is no disputing this one. Clarke hails from Melbourne, Australia, and Fogler is a resident of Brooklyn, which, acording to all modern geographies, is the first point of land sighted after leaving New York on any of the European bound steamers. So if the two riders who shared the victory are not foreigners, pray what category do they come under?

Railway mail clerks are almost as wise as bicycle riders, mayhap more so. Not many years ago a Paterson wag addressed a letter to his friend, "John Mulligan, No. 36 Ocean avenue, Heaven." The mail clerks did not hesitate a moment. The letter was marked "try Ocean Grove" and "Mr. Mulligan" received the missive one day after it was dropped in the letter box. The Ocean Grove visitor thought he would address his friend in kind, so he posted a letter, with this inscription on the envelope: "Mr. Joseph Brown, Care Manhattan Hotel, Hell." This didn't fease the railway mail clerks a little bit. Without any delay, "Mr. Brown" received his letter at Paterson.

Offhand it might not appear that this story has anything to do with the six nights' bicycle race held in Paterson last week, but it serves to show what outsiders think of Paterson, not including the score of bicycle riders who spent one week there. They think it even worse than the address marked on the Paterson envelope. Nearly all of the riders had to draw from their bank accounts or sell tires to balance up their losses, and one well known rider said that he received $11.65 as his share of the profits. For this sum he rode 18 hours, and his expenses during the week amounted to $25. The same rider frequently has received $50 for riding less than one minute. For that reason he thinks Paterson is—what the Ocean Grove man wrote upon the envelope. Like opinion is held by all the riders.

The two teams of Fogler and Clarke and Vanoni and Samuelson gained a lap on the remainder of the field during the two hours of riding Thursday night, as described in last week's Bicycling World, and there was no change of position on Friday night.

There were frequent attempts by riders in the second division to place themselves on even terms with the leaders, but none of them were successful. Bardgett and Mitten once were in a fair way to gain their lap when some one's tire punctured and the spectacular effort went for naught.

The side show on Friday night resulted in what was announced as a world's indoor motorcycle record. Of course there is no discrimination between records made indoor and those made outside, but Prince & Eck, the managers of the Paterson race, have a habit of creating world's records whenever it suits their convenience, and that is at every other meet. Jacob Derosier rode a mile against time in 1:14⅘, which is one-fifth of a second better than any of his previous atempts indoors on a small track. George Wiley rode a paced mile in 1:28⅖, which is considered very fast for a twelve lap track. In the two miles motorcycle race Carl Ruden defeated Bob Schulz by an eyelash, the time being 2:49⅖. The other feature of the side show was an attempt to break the one-third mile record against time by National Champion Frank L. Kramer. The East Orangeman made a bad start and the best he could do was 34⅗ seconds, the record for the distance being 34⅕ seconds, held jointly by himself and W. W. Hamilton.

The final mile sprint, to the winner of which a cash prize was offered, resulted in the first disqualification of the week. Clarke won easily, but he was disqualified for cutting down on Ashurst. The latter finished second, and therefore was awarded first money. The score of the leaders at the end of Friday's racing was 236 miles 5 laps for a total of 10 hours riding.

On Saturday, the sixth day of the race, the riders were on the track for eight hours, beginning the riding at 2.15 p. m. They rode until 5.15 o'clock, an intermission of 1¾ hours for supper, being declared. After the resume there were no real attempts to gain laps, most of the riders contenting themselves with saving their strength for the final sprint. During the evening Wiley and Kramer gave exhibitions. Jacob Derosier attempted to better his time for the mile, but his handle bars worked loose and both machine and rider fell while traveling at a 1:16 pace. Fortunately he did not suffer any injuries.

As the Clarke-Fogler and the Vanoni-Samuelson teams still remained tied at the finish the other riders were called from the track and Vanoni and Clarke remained to contest the final mile. Clarke led slowly for the first two or three laps, and then the Italian took up the running. The little Australian trailed two and one-half laps from the finish. When he jumped it was all over but the shouting. Vanoni didn't have a chance in the world and Clarke won by a couple of lengths.

With first and second places decided the representatives of the remaining teams lined up for the deciding mile sprint to settle third, fourth, fifth, sixth, seventh, eighth and ninth positions. John Bedell, Hollister, Ashurst, McFarland, Bardgett, Drobach and Hill made the running. At a half mile to go Bardgett went to the front and unwound a pretty sprint that kept the remainder of the riders fighting for a good position on his rear wheel. The Buffalonian did not have the strength to maintain the sprint, however, and at one-half lap from the finish John Bedell, followed by Hollister went around on the outside, while Ashurst and McFarland slipped through on the pole.

The finish was not exciting. Bedell beat Hollister by two lengths, while Ashurst was almost this distance behind. McFarland was fourth in this sprint, Bardgett fifth, Drobach sixth and Hill seventh. The final placing of the teams and the mileage for the 18 hours of riding, was as follows:

		Miles.	Laps.
1	Clarke and Fogler	371	3
2	Vanoni and Samuelson	371	3
3	John and Menus Bedell	371	2
4	Hollister and De Mara	371	2
5	Ashurst and Mackay	371	2
6	McFarland and Moran	371	2
7	Bardgett and Mitten	371	2
8	Drobach and Goerke	371	2
9	Fred Hill and Cameron.....	371	2

New Date for Much Postponed Race.

Probably some time within the next few years the 11-miles bicycle road race under the auspices of the Crescent Bicycle Club of Baltimore will be held. The race originally was scheduled for early in October, but has undergone a succession of postponements, mainly because of unfavorable weather conditions. The event was to have been held last Sunday, but now has been postponed until Thanksgiving Day, 26th inst. Fifteen place and three time prizes are offered.

Butler Burns with Artistic Ambition.

Nat Butler has become an expert pyrographic artist according to advices from abroad. The other day the veteran American pace follower took a piece of wood and burned what was described as a realistic likeness of "Major" Taylor. Whether Butler will open a studio in Paris when he outlives his usefulness as a bicycle rider, is not stated.

Vice-President Ball Moves and Resigns.

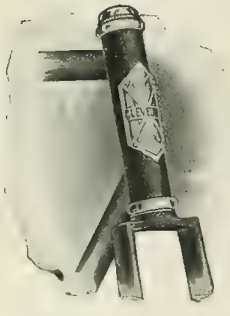
Owing to his removal from Milwaukee, Wis., to Pottstown, Pa., John R. Ball has tendered his resignation as vice-president in charge of the F. A. M. Western District. A meeting of the District members shortly will be held to recommend the appointment of a man to fill the vacancy.

1909 CLEVELANDS
Are "Making Good"



CLEVELAND MODEL 932, $40.00

From all quarters come the most favorable reports concerning our 1909 Clevelands, and the business outlook in general. With us the new season is now under full swing, and we are prepared for it. Clevelands containing every improvement, backed up by prompt and intelligent service and sold to the dealer under liberal arrangements, are profitable bicycles to handle.



The 1909 Cleveland is full of style and beauty, as well as superior mechanical features. Fine frame lines, clean cut oval rear upper stays, with round brace, beautiful bell shaped hubs with spindle center, handsome sprocket, striking nameplate. It's easier to make the commonplace looking bicycles, and cheaper. The thinking dealer will see that the bicycles he sells in 1909 have style as well as strength, and are not of the commonplace kind. They sell better.

Handsomely illustrated 1909 CLEVELAND Catalogue now on the press. Write for a copy.

FAY JUVENILE BICYCLES

Again we remind the dealer of Fay Juvenile Bicycles for the holiday trade. With election over and factories starting up, people will buy freely at Christmas time. There are no children's bicycles so well made and so well known as the Fay. Put in a stock for prompt delivery.

POPE MANUFACTURING CO., Hartford, Conn.

SEVEN SURVIVE LONGEST CONTEST

Four of Them Earn Perfect Scores in 364 Miles Motorcycle Competition—Too Tired to Break Tie.

With 21 starters, 7 finishers, only four of whom had perfect scores, however, the reliability contest held under the joint auspices of the San Francisco and Oakland motorcycle clubs on Saturday and Sunday last, November 7th and 8th, proved one of the most exacting, as well as by far the longest 24 hours motorcycle contest held in this country.

The four riders who covered the 364 miles within the allotted 18 hours and who were on time at every control, and without breaking any of the numerous seals on their machines, were H. Lorenson, Indian; W. P. Williams, Excelsior; F. E. Karslake, Curtiss, and W. Dreyer, Indian. The other riders to finish were A. Chelini, Thor; L. B. Bulkeley and E. E. Stone. The last named went the entire distance, but was penalized 12 points for being six minutes too soon at the San Leandro control on the fifth lap. L. B. Bulkeley was taxed four points for being that many minutes late at San Leandro on the sixth round, while Chelini lost eight points by being late in the second round. Despite this handicap early in the contest, Chelini finished without breaking any of his seals.

This reliability contest was perhaps the most strenuous that has yet been held in America as the schedule called for a run of 364 miles over a 40.3 miles course in 18 hours. The rules also called for the sealing of exhaust valves, inlet valves, plugs, battery box, carburetter and timer, and penalties for breaking the seals were imposed as follows: exhaust valve, 25 points; inlet valve, 25 points; plugs, 5 points; battery box, 20 points; carburetter, 20 points; commutator, 15 points. The penalty for not closing mufflers while going through towns also resulted in a loss of 25 points.

The course was over a 40-miles triangle, from the plaza at San Leandro, through San Lorenzo, Mt. Eden, Alvarado, Centerville, and Irvington, to Mission San Jose, returning via Niles and Hayward. Contestants were required to check both at San Leandro and Mission San Jose every round, five minutes leeway being allowed at the former place. Every minute late at San Leandro resulted in a loss of one point, while double penalization was the cost for arriving too early.

Twenty-one riders lined up for the start at San Leandro, the first contestant leaving at 10 o'clock Saturday night, and the succeeding riders at intervals of five minutes. Each lap had to be covered in two hours, an average of 20 miles per hour. Riding on schedule time all night long was a new experience for all the riders and most of the penalties were assessed for being late or early; comparatively few seals were broken. Lorenson, Williams, Dreyer and Karslake were exceptionally fortunate as not a puncture occurred to stop their regular running.

According to the rules, in case a tie prevailed at the finish, the riders were to continue until it was broken, but all the perfect scorers were so tired when the contest ended at 4 o'clock Sunday afternoon, that they were willing to stop. The committee, therefore, decided that a cup will be given to each of the quartet. The summary:

	Points.
H. Lorenson, Indian	1,000
W. P. Williams, Excelsior	1,000
F. E. Karslake, Curtiss	1,000
W. Dreyer, Indian	1,000
A. Chelini, Thor	992
L. B. Bulkeley	996
E. E. Stone	988

Hard Fought Inter-Club Relay Race.

In one of the hardest contested races held on the Pacific Coast in years the New Century Wheelmen defeated the Central City Wheelmen, in a 50 miles relay race held at the Stadium, San Francisco, on Sunday last, 8th inst. The added time of the winning team was 2 hours 27 minutes 57 seconds, while that of their opponents was 2 hours 29 minutes 56 seconds.

The race proved unusually close and exciting, and while the Central City riders cut down their opponents' lead materially in the last five relays, they could not quite recover the ground lost in the first half of the race. There were ten relays, the gold medal for the rider riding the fastest relay, five miles, going to B. Farwell, of the Central City Wheelmen, who covered the eighth relay in 14:12. The summary:

Relay.	Rider.	Club			Time.
1—	W. Rhodes	N.	C.	W.	15:19
	O. Johnston	C.	C.	W.	15:24
2—	F. Banks	N.	C.	W.	14:59
	G. Lee	C.	C.	W.	15:17
3—	F. Diver	N.	C.	W.	14:38
	R. Schadt	C.	C.	W.	14:53
4—	G. Laye	N.	C.	W.	14:15
	S. Falke	C.	C.	W.	15:33
5—	A. Sangalle	N.	C.	W.	14:22
	B. Doyle	C.	C.	W.	15:37
6—	O. Peterson	N.	C.	W.	15:24
	A. McDonald	C.	C.	W.	15:10
7—	W. Petry	N.	C.	W.	15:01
	F. Frerichs	C.	C.	W.	15:03
8—	O. Schmidt	N.	C.	W.	14:37
	B. Farrell	C.	C.	W.	14:12
9—	W. Bellezer	N.	C.	W.	14:36
	M. Doyle	C.	C.	W.	14:24
10—	C. Taggert	N.	C.	W.	14:46
	P. Quivellan	C.	C.	W.	14:23

Added time—N. C. W., 2 hours 27 minutes 57 seconds; C. C. W., 2 hours 29 minutes 56 seconds.

Scotland Tries Out the "Old Timers."

Scotland has contributed a more or less novel idea for motorcycle competitions. In a hill climbing contest recently held at Edinburgh there was included a class for "machines made in 1905 and previous thereto." Of the old timers only two succeeded in surmounting the grade.

BUFFALO INDOOR SEASON OPENS

Schudt Makes Brilliant Win at Initial Armory Meet—Eagles a Flying Novice—Burke Captures Handicap.

Buffalo's indoor season was sent away to a good start on Friday night last, 6th inst., with a meet in the new 65th Regiment Armory at Masten, North and Best streets, that city. The floor afforded ample room for an eight lap track and fast times were the rule. Three bicycle races outclassed the athletic events, so far as excitement is concerned.

The curtain raiser was a mile novice, and although the field was not an extensive one, the two preliminary heats and the final provided good racing. A. N. Hare, John Kirby and Robert Schwigler qualified in the first heat, and W. C. Penseyres, Howard J. Young and William Eagles finished in this order in the second heat. In the final Eagles won handily.

The most exciting event of the evening was the two miles lap race, with the first and second in each heat and the third in the fastest heat to qualify for the final. The first heat went to J. M. Tanner and A. Fischer, A. W. Mercer and Fred Schult qualifying in the second heat. The third heat was the fastest, and brought a neck and neck finish between Schneider, Burke and Delling, the distance being covered in 4:45. Fred Schudt, with very little training, electrified the large crowd in the final heat and took lap after lap, scoring 60 points.

It took three trial heats and a final to decide the two miles handicap. The summaries:

One mile novice—First heat won by A. W. Hare; second, John Kirby; third, Robert Schwigler. Time, 2:34⅗. Second heat won by W. C. Penseyres; second, Howard J. Young; third, William Eagles. Time, 2:38⅗. Final heat won by Eagles; second, Hare; third, Young. Time, 2:38⅗.

Two miles lap, open—First heat won by J. M. Tanner; second, Adam Fischer; third, Albert Krushel. Time, 4:49⅕. Second heat won by A. W. Mercer; second, Fred Schudt; third, J. Newland. Time, 4:50⅘. Third heat won by Joseph Scheider; second, Tony Burke; third, Eddie Delling. Time,, 4:45. Final heat won by Fred Schudt, 60 points; second, J. M. Tanner, 40 points; third, Burke, 31 points. Time, 4:41⅗.

Two miles handicap—First heat won by Joseph Scheider (40); second, A. W. Mercer (25); third, J. B. Devine (70). Time, 4:51. Second heat won by Tony Burke (40); second, E. P. Young (130); third, J. Stauber (150). Time, 4:53. Third heat won by J. M. Tanner (15); second, J. Newland (115); third, Albert Krushel (135); fourth, R. J. Hoover (50). Time, 4:41⅘. Final heat won by Burke; second, Scheider; third, Mercer. Time, 4:46⅗.

EUROPE TO PAY FOR THE DINNER

America Suffers Least in "International" Team Contest—Thanksgiving Appropriate Date for Banquet.

Policemen and other persons whose business during the past few nights has required their presence on upper Broadway, New York, undoubtedly have wondered what is the matter with the man who long after midnight sits at a desk in No. 2312, wrinkling his brow and scratching his chin as now and again he perplexedly fingers a pile of printed pasteboard cards. It is plain to all that the man is in a state of mind, but only those who know that he is Frank B. Widmayer are aware of the cause of his worriment.

Widmayer, who sells Indian motorcycles, was one of the men primarily responsible for the gorgeous and gigantic team contest between Europe and America, which occurred on Sunday last, 8th inst., while the police between New York and Poughkeepsie were engaged in shooing sparrows off front lawns or in watching the rush of the growlers. The American team won a more or less glorious victory, and as its "manager," it is up to Widmayer to name the place at which the triumphal banquet—to be paid for by the losing team—shall occur and to select a menu which in his judgment will tickle the greatest number of palates. Widmayer himself inclines toward the St. Regis or the Plaza, but as he has heard stories that one of the intending banqueters finds his knife handier than his fork for the conveyance of food from plate to mouth, and that he butters his bread at an altitude of more than two feet, it is said that he has about abandoned all idea of dining at either of those palatial hostelries. He has decided, however, that the banquet will not occur at Childs's or Dennett's, for he hopes to surprise the diners with several new gastronomical creations, a fricasee of canary birds' ears and a chrysanthemum salad, amongst others. When the dinner occurs, it probably will be opened with a prayer of thankfulness; for according to the best accounts of the affair, all who participated have reason to account themselves fortunate that they are not either in jail or in hospital.

Although it was a more or less informal event, the details had been arranged with reasonable exactitude and so much talk had been created that some real interest attached to it. For lack of a better term they occasionally called it an endurance run and established checkers at Tarrytown, Peekskill and Poughkeepsie, the round trip being 150 miles. A hill climbing test on a grade near Ossining also was included in the program. Twenty-one miles per hour, more than the legal limit, was the scheduled pace, and no allowance was made for passages through the large number of towns and villages on the route. The main idea was to pit ten men mounted on American motorcycles against ten men mounted on foreign machines, and let them "fight it out." On Sunday morning, however, only nine Americans and seven "foreigners" appeared at the starting point, so to equalize the "teams," F. Vankuren (Indian) played the part of a European for this occasion only. He went down and out within 50 miles with a broken exhaust valve. Neither "teams" truthfully could be styled an "all star aggregation." There was some "class" on the side of Europe; there was little of it on the American side, in fact, one man asserted with emphasis that "with possibly three exceptions, the American team was made up of a lot of dubs," whatever that may mean. He refused to name the three exceptions. The two "teams" were made up as follows:

America—J. P. Thornley, J. J. O'Connor, Charles Ruck, George Ruck, Harry Mapp, W. T. Ackerman and Joseph Staudinger, on Indians, and George V. Lyons on a Wagner.

Europe—J. F. McLaughlin, Fred Voelker, D. Molin and A. Kreuder, on N. S. U.'s; A. G. Chapple and J. Schleicher, on Vindecs; F. W. Horenburger, on an F. N., and F. Vankuren, on an Indian.

They started from New York at 7 o'clock a. m., and immediately began to show their respect for the speed laws and to put themselves out of business as quickly as possible. Ackerman was first to succeed; he smashed his commutator. Then big Staudinger, while engaging in a race with little Charley Ruck, and while rounding a turn at a terrific pace, ran into the latter and after knocking him down, he himself charged through a rail fence and finally brought up in a brook. Both machines were damaged, but Ruck managed to effect repairs and continue. George Ruck broke his connecting rod and was towed into Poughkeepsie by Mapp, who had been delayed by a misfire in one cylinder. Of the foreign "team,"not all the returns are yet in. But it is known that Vankuren, who was out of place, retired with a broken valve, and that Chapple, while rounding a curve at a furious pace, ran into a stone wall, smashed his machine and was rendered unconscious. McLaughlin also spilled and broke his frame and handle bar, but managed to finish late.

According to the "official returns," the American "team" won by a score of 3,920 points to 2,000 rolled up by the "foreigners." The scores were arrived at as follows:

America—Thornley, 1,000; Lyons, 1,000; Charles Ruck, 970; O'Connor, 950. Mapp also finished, but "after the control had closed."

Europe—Molin, 1,000; Voelker, 1,000; McLaughlin, Schleicher and Horenburger also finished, but "long after the time limit had expired."

The only man arrested as the result of the unholy scorch was one of the checkers, whose position in the industry is not made the more consistent by aiding and abetting premeditated and cold-blooded violations of the law; he escaped with a fine of $3.

California Motorcyclists Begin Long Tour.

What is likely to prove an uncommonly strenuous and venturesome motorcycle tour has been undertaken by Captain W. C. Deane and Vice-President E. F. Merriweather, of the San Francisco Motorcycle Club. They left San Francisco on Wednesday last, for Fresno and Los Angeles, after which they will proceed to Mexico City. A thorough exploration of Mexico will be made, after which the tourists will proceed through Texas and other Southern States to the Atlantic Coast, a route that entails thousands of miles of roads or no roads at all. They expect to reach Brooklyn, N. Y., Mr. Deane's old home, in August next. As both Messrs. Deane and Merriweather were energetic workers the San Francisco Motorcycle Club feels its loss keenly.

Motorcyclists Rush Election Returns.

Bicycles frequently have played an important part in the quick delivery of election returns from outlying districts, but the motorcycle was employed even more profitably for this purpose in Indianapolis at the recent election. The puzzling difficulty of obtaining prompt returns from remote voting precincts worried one Indianapolis newspaper until Gus Habich solved the difficulty by agreeing to furnish a corps of eleven riders on motorcycles. The reports from Cumberland, Mapleton, Haughville and North Indianapolis and the outlying precincts in the townships were delivered in Indianapolis within a few minutes after the polls closed and enabled the newspaper in question to have extras on the street hours before its rivals.

Opens Cliff Drive to Motorists.

Motorcycle riders in Kansas City, Mo., have won a victory over the horse owners of that place who, until a week ago, had contrived to keep both motorcycles and automobiles from using the Cliff drive. At its meeting last week the park board passed a resolution which allows motorcycles and automobiles to use the Cliff drive from 6 o'clock in the morning until 2.30 in the afternoon, every day in the week. The board also adopted a resolution allowing motorcycles and automobiles to travel at a maximum speed of 18 miles an hour on the business streets.

Brooklyn's First Indoor Races Scheduled.

Several bicycle races are included in the program for the opening meet at the Twenty-third Regiment armory, Bedford and Atlantic avenues, Brooklyn. The meet will take place Saturday night next, 21st inst.

ROOT BEATS BEDELL BEHIND PACE

Bostonian Meets Mishap in First Heat, but Wins in Next Two—Lively Amateur Events at Paterson.

E. F. Root, the Melrose (Mass.) sprinter and pace follower, demonstrated to a large crowd in the Paterson armory Wednesday night that he is to be reckoned with in the ranks of coming pace followers when he defeated Menus Bedell, the popular Newark rider, in two heats of their motor paced match.

Besides the exciting paced race between Root and Bedell two amateur events were held and as each heat brought blood-warming finishes the large crowd enthused considerably more than at the recent six nights race held on the same course.

The paced race consisted of three five miles heats and a mishap to Root in the first gave Bedell one count. Ruden paced the former Long Islander, while Schultz steered the motor for Root. In the next two heats Root demonstrated that he is perfectly at home behind pace for he won both heats in fast time.

Ernest Jokus, a member of the National Turn Verein Wheelmen, of Newark, won the mile handicap from the 25 yards mark, with Fred Jones, of Passaic, the only scratch man to quality, a close second. Jones gave his adherents an opportunity to cheer in the five miles open, when he took the measures of Lamphear, Magin and Carman in a blanket finish.

The summaries:

One mile handicap, amateur—First heat won by Fred W. Jones, Passaic (scratch); second, William Lamphear, Lakerim A. C. (60 yards). Time, 2:13⅕. Second heat won by J. Hines, New York (60); second, Ernest Jokus, National T. V. W. (25). Time, 2:11⅖. Third heat won by John Bogle, Rutherford (75 yards); second, Michael Journay, Nutley (25). Time, 2:07⅖. Fourth heat won by Louis Owens, National T. V. W. (50); second, Arthur Albin, New York (90). Time, 2:08⅕. Final heat won by Jokus; second, Jones; third, Owens; fourth, Lamphear. Time, 2:08⅘.

Five miles motorpaced match, professional—First heat won by Menus Bedell, Newark, N. J.; second, E. F. Root, Melrose, Mass. Time, 8:26⅕. Second heat won by Root; second, Bedell. Time, 8:08. Third and final heat won by Root; second, Bedell. Time, 8:08.

Five miles open, amateur, one mile heats—First heat won by Fred W. Jones; second, Louis Owens; third, Ernest Jokus; fourth, Maurice Haubourg. Time, 2:16⅕. Second heat won by Jacob Magin; second, Clarence Carman; third, Arthur Allen; fourth, William Lamphear; fifth, A. Overlock. Time, 2:17⅕. Final heat won by Fred W. Jones, Passaic; second, William Lamphear, Lakerim A. C.; third, Jacob Magin, National T. V. W.; fourth, Clarence Carman, Jamaica. Time, 12:59⅗.

Antwerp Gives Verbist Royal Reception.

If plans did not miscarry Verbist, the young Belgian pace follower, who made an excellent showing in Germany this season, must have felt like the original conquering hero when he returned to Antwerp on Sunday last. According to the arrangements, all the cycling clubs in Antwerp and suburbs in addition to other individuals, were to turn out and escort Verbist and Ceurremans, his pace maker, to the Grand Cafe, where a banquet awaited them. Both riders and pace maker were to receive valuable souvenirs of the occasion.

Bicycle Thievery Rampant in Munich.

Some interesting statistics in bicycle thieving come from Munich, Germany. In that city alone official returns of stolen machines last year numbered 1,412, and this year the number is expected to exceed 2,500. Statistics for other years are given, as follows: 1896, 74; 1897, 98; 1898, 302; 1899, 404; 1900, 361; 1901, 521; 1902, 613; 1903, 742; 1904, 858; 1905, 1,005; 1906, 1,298.

Motorcycle Cops for Hudson Boulevard.

If the plans of the police board do not miscarry, Jersey City's bicycle cops will be supplanted by motorcycle officers. Automobile scorching on the famous Hudson County boulevard has become so prevalent of late that the bicycle policemen have been powerless to cope with the evil. The police board last week, therefore, decided to organize a motorcycle squad to do duty on the boulevard, and aid in checking the evil; it will consist of six men.

Swiss Cyclists Aim to Abolish Tax.

Swiss cyclists are advocating for the abolition of the bicycle tax, in force throughout Switzerland and which varies from one to five francs. The officials of the Swiss Cyclists' Federation intend to bring the matter before the several Cantonal Governments, while the Zurich riders are planning a demonstration against the tax.

Washington Cards Thanksgiving Meet.

Because of the success of the recent meet at the Brightwood track, the National Capitol Motorcycle Club, of Washington, D. C., has undertaken the promotion of a meet on the Bennings track, on Thanksgiving Day, 26th inst. The program includes a 10 miles handicap, a 15 miles open and a 50 miles free-for-all.

Greenbaum Adds to His Duties.

Emil Greenbaum, the hard-working recording secretary of the national Century Road Club Association, has a new job. He now is secretary of the Long Island Division, having consented to fill out the unexpired term of K. A. Friederichs, who resigned.

BUTLER ENCOUNTERS MISFORTUNES

Starts in Prix Elkes Handicapped by Effects of a Fall—Then Put Out of Race by a Puncture.

Because of injuries received while training a few days previous, and also on account of a mishap, Nat Butler was not able to make as brilliant a showing against Darragon and Contenet on November 1st, as he did in previous meets.

Two or three days before the meet Butler took a hard fall while training and at first it was thought his collarbone was broken. It developed otherwise, however, and the American started in the third annual Prix Elkes on Sunday, at the Velodrome d'Hiver, Paris, with Darragon and Contenet.

Although the fall had left its effects Butler started and was making an excellent showing until an unfortunate mishap put him out of the running. Darragon got the best of the start, with Butler second and Contenet last. At 10 kilometers Butler had moved up close to Darragon and was about to give him a fight for the lead when a tire on his pacing machine punctured. Before it could be repaired Butler had lost ten laps. The American did not continue and the ensuing battle between Darragon and Contenet did not prove as exciting as some might have wished. Darragon covered 86 kilometers 311 in the hour, and Contenet 76 kilometers 645.

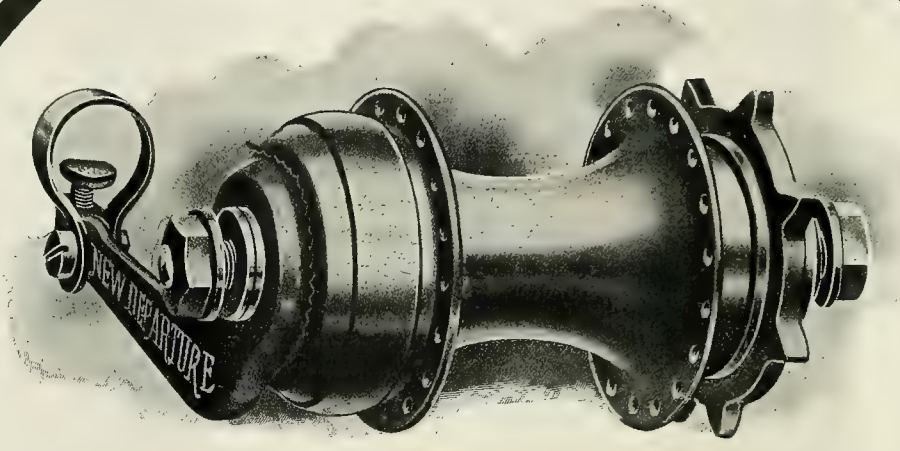
The most important event was the sixth annual Grand Prix d'Ouverture, the preliminary heats of which were run on the preceding Sunday. The repechage heat, which really was a race in itself, produced a new star in the person of Stabe, who managed to defeat such cracks as Delage, Devoissoux, Martin, Comes, Thuau and others.

The semi-final heats, three in number, furnished exciting racing and in the first Otto Meyer disposed of Gardellin and Friol. The second heat was the "thriller," as Ellegaard defeated Berthet by only seven inches, with Walter Rutt one inch behind for third place. The third heat went to Vanden Born, with Stabe second and Henri Mayer third. In the final Vanden Born surprised Ellegaard and Meyer with an unexpected jump and won by five lengths.

A meet was held on the following day, Monday, 2d inst., when Ellegaard turned the tables on Vanden Born in a four cornered three-heat match, the other contenders being Otto Meyer and Berthet. Ellegaard won two of the heats and Otto Meyer the other, the former getting the victory with 4 points. Meyer was second with 7 points, Vanden Born third with 9, and Berthet last with 10 points.

Walter Rutt won the scratch race after a long series of trial and semi-final heats and finished second to Comes in the lap race.

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MARTIN SPRINGS BIG SURPRISE

He Wins Brower Five Miles Championship by Sensational Jump—Schlosser, However, Captures Title on Points.

"There be champeens big and champeens small,
"Champeens would-be, and not at all."
—Sayings of Willie Bowles.

According to this classification, Charles M. Schlosser, who resides in New York when he isn't in Brooklyn, is a "champeen small." Not that this has any reference to Schlosser's size, for he lacks only a few feet of being as tall as Edward Scheffe, the human surveyor's chain of the Lakerim A. C. By the point of classification Schlosser has been awarded the championship of the Brower Wheelmen for 1908, but it was due chiefly to the efforts of Sheffe that Schlosser got himself into real championship condition.

The exact height of Sheff is not known, for there has never been a step ladder handy when any of the Lakerim or Brower boys got measured, but it is a well known fact that he compares favorably with the Singer, the Flatiron, the Metropolitan and other samples of lofty architecture. Likewise is it known that Sheff takes exactly 27 steps to the mile, so it is readily seen that he can cover ground rapidly. This has to do with the Brower's championships only because Sheff used to pace Schlosser—the former walking and the latter riding—so fast that he was able to acquire a speed that the other riders couldn't touch—sometimes.

Schlosser won his title of "1908 champion of the Brower Wheelmen" on Sunday last, 8th inst., at the annual meet promoted by that club at Valley Stream, N. Y. The card comprised championship events at one, two, and five miles, in addition to a five miles handicap. Schlosser won with a total of 9 points, but he was given a hard fight by J. B. Hawkins and Charles Martin, who finished second and third, respectively, the former with eight points and the latter with six. Points were awarded on a basis of 5, 3 and 1 for the respective finishers.

Schlosser scored the mile championship in a hard finish with D. Brower and John Ahearn, but was beaten by Hawkins in the two miles event. Charles Martin finished a close third. The real surprise came in the five miles championship, when Martin surprised everyone by landing a win. About 100 yards from the tape Hawkins was watching Schlosser in anticipation of a sprint, and neither of these riders saw Martin hunch himself for a jump. The Frenchman let loose and won by two clear lengths, Hawkins getting second and Schlosser third.

In the five miles handicap Hawkins and Schlosser started from scratch and they had a hard task to overhaul the limit markers, Bleire and Severn, with three minutes handicap. The honor markers did not tag them in fact, until 75 yards from the tape. The finish between the first six was very close, Hawkins getting the decision over Schlosser. Bleire was third and Martin, with 1½ minutes, finished fourth. The summaries:

One mile championship—Won by Charles Schlosser; second, D. Brower; third, John Ahearn. Time, 2:26.

Two miles championship—Won by J. B. Hawkins; second, Charles Schlosser; third, Charles Martin. Time, 5:07⅕.

Five miles championship—Won by Charles Martin; second, J. B. Hawkins; third, Charles Schlosser. Time, 14:18⅗.

Five miles handicap—Won by J. B. Hawkins (scratch); second, Charles Schlosser (scratch); third, Al. Bleire (3:00); fourth, Charles Martin (1:30); fifth, John Ahearn (2:30); sixth, Charles Severn (3:00). Time, 12:28⅗.



For a Prince-Eck "Championship."

It seems practically impossible for Prince & Eck to do exactly the right thing. In their efforts to attract a gate and recoup their losses at Paterson, N. J., they have manufactured a "championship of the world," which will be run to-night in the armory there. Jacob Derosier and Gus Lawson, on motorcycles, will meet in the "championship." It is announced that $500 is the purse at stake. How much of it is stage money is not stated.

Two New Clubs Become Acquainted.

The Dayton Motorcycle Club last Sunday, 8th inst., made Urbana, Ohio, the objective point of its run. The particular purpose of the run was a "hand-shake" with members of the Urbana Motorcycle Club.

MANY AMATEURS ENDANGER STATUS

Derkum Participates in Los Angeles Reliability Contest, Which, However, Proves Not the Real Thing.

Although the rules of the F. A. M. stipulate that no event of less than 300 miles shall be recognized as an endurance or reliability contest, it has become a too general practice for motorcycle clubs to organize century runs or century-and-a-half runs and to dignify them with the more important designations.

The Los Angeles Motorcycle Club fell a victim of the habit on Sunday last, 8th inst., when it conducted a 164 miles run from Los Angeles to Ventura and return which it had labeled "reliability contest." It probably is rather fortunate for 29 of the 30 riders who started that the event cannot be officially accepted as what is purported to be, else there now would be a large colony of professional motorcyclists in the California city, Paul J. C. Derkum, the professional crack, having been one of the participants. He guided a Thor tandem on which J. Arthur Scott was the "man behind."

Of the 30 starters, 21 survived and earned what were termed "perfect scores." They are as follows: J. Leonett, Thor; C. H. Jackson, Thor; C. W. Anderson, Armac; H. Rothmel, Torpedo; H. E. Canfield, Peugeot; J. K. Ott, Thor; P. J. C. Derkum-J. A. Scott, Thor; J. H. Judson, Thor; B. Blaylock, Indian; W. Ziegler, Indian; C. W. Risden, Indian; M. J. Graves, Indian; J. H. Shafer, R-S; Charles Balke, Merkel; L. Janeway, Torpedo; C. M. Frink, Wagner; W. F. McBride, H. & H.; S. L. Lyons, N. S. U.; E. Knappe, Indian; H. Stewart, Indian; H. Lightcap, Peugeot.

Long Marker Wins with Ease.

A score of the fastest pedal pushers of the Garden City Wheelmen, of San Jose, Cal., participated in the 27 miles handicap road race held over the Berryessa course, near that city, on Sunday last, 8th inst. Edward Clauss, riding from the 6 minutes mark, had an easy victory, quickly overhauling the limit men at seven minutes, and finishing first by more than two minutes. Joe Krusich, from 4 minutes, finished second, one length ahead of Clarence Burnett, who led Joe McCormack across the tape by the same margin. An effort was made by Charles Chaboya, Willis Bryant and Carl Showalter, the scratch men, to break the American record of 1:21:57, held by Showalter, but the hornor markers fell 43 seconds short of the mark. Chaboya won the time prize by a half length from Bryant, with Showalter that distance behind. Showalter doubtless would have won the final sprint but he received a puncture two miles from the tape and pluckily finished on a flat tire.

Madison Square Garden to be Sold.

Madison Square Garden, the largest and most widely known building in this country devoted exclusively to public entertainments, and noted also for its beautiful architecture, is for sale. The property cost $3,000,000 at the time of its construction in 1889, and the sale price set upon it is $3,250,000.

The Garden building covers one entire city block, bounded by Madison avenue, Twenty-sixth street, Twenty-seventh street and Fourth avenue. The company owning and operating the property is capitalized at $2,000,000. The company has outstanding bonds to the amount of $2,000,000. There is an issue of $1,250,000 first mortgage fives and one of $750,000 second mortgage sixes. Both are due in 1919.

The earnings of the company never have been reported. It has not paid a dividend and it is thought that the stockholders and directors have gone into their pockets time and again to meet current expenses.

Madison Square Garden was built as a sort of patriotic enterprise—to give the city what it then lacked—a great building devoted entirely to the public's use, but the fickleness of New York City's growth defeated the very purpose for which it was built, and instead of being in the center of the city's zones of amusement places and hotels it soon found itself on the outskirts.

Since it opened the Garden has been the scene of almost every variety of amusement that can be named. It has housed the round of horse, dog and poultry shows; electrical, food, tobacco and automobile shows; Wild West performances, circuses and mass meetings, prize fights, wrestling bouts and athletic meets. It is best known to the cycling enthusiast, however, as the home of former bicycle shows, while for 14 years it has yearly held the six days race, punctuated frequently by bicycle sprint meets.

The announcement that the Garden is for sale need cause no fear to the six days race "fan," for should the building be sold immediately it will not interfere with plans for the forthcoming contest. There is speculation as to the ultimate outcome, however, for if the present owners secure a purchaser and the building is torn down to make room for modern office buildings the classic six days race will be without a home.

Here is One Thoughtful Wheelwoman.

Ireland has developed another thoughtful wheelwoman! She advises her sex to use tortoise shell hairpins as when they fall out of milady's puffs they are less liable to cause punctured tires than are the metal hair-holders.

Joliet Thieves Baffle Police.

Bicycle thieves are active in Joliet, Ill. Two bicycles were stolen last week, and the same number the week previous. The police have been unable to trace the missing machines.

Lights for All Demanded in Buffalo.

Buffalo, N. Y., in which the lamp law has fallen into disrepute, is about to require that it shall be honored in the observance as well as in the breach, and while they are about it, the city fathers have done the sensible thing by requiring that all wheeled vehicles of whatever sort shall carry lamps and not merely bicycles and automobiles. The ordinance to that effect which is now pending in the board of aldermen, is as follows:

"No person shall ride or drive any wheeled vehicle upon any street, lane or alley of the city, between one hour after sunset and one hour before sunrise, without displaying thereon a light, or lights, so placed as to be seen from the front, from each side and from the rear, and of sufficient illuminating power to be visible at a distance of 200 feet. Such light or lights shall show white in front, but may be colored on the sides and rear. If a dash lamp is carried, it shall be placed on the left side."

So far as bicycles and similar vehicles, i. e., motorcycles, are concerned, the State law provided that no local ordinance shall be enacted which "shall apply to any rider whose light has become extinguished or who is necessarily absent from his or her home without a light when going at a pace not exceeding six miles per hour, when an audible signal is given as often as 30 feet are passed over."

You need them; we make them

STAR, STANDARD AND BRIDGEPORT RAT-TRAP PEDALS

STANDARD RUBBER PEDALS

SAGER TOE CLIPS
CYCLE AND MOTORCYCLE TYPES

BREECH-BLOCK SPARK PLUGS

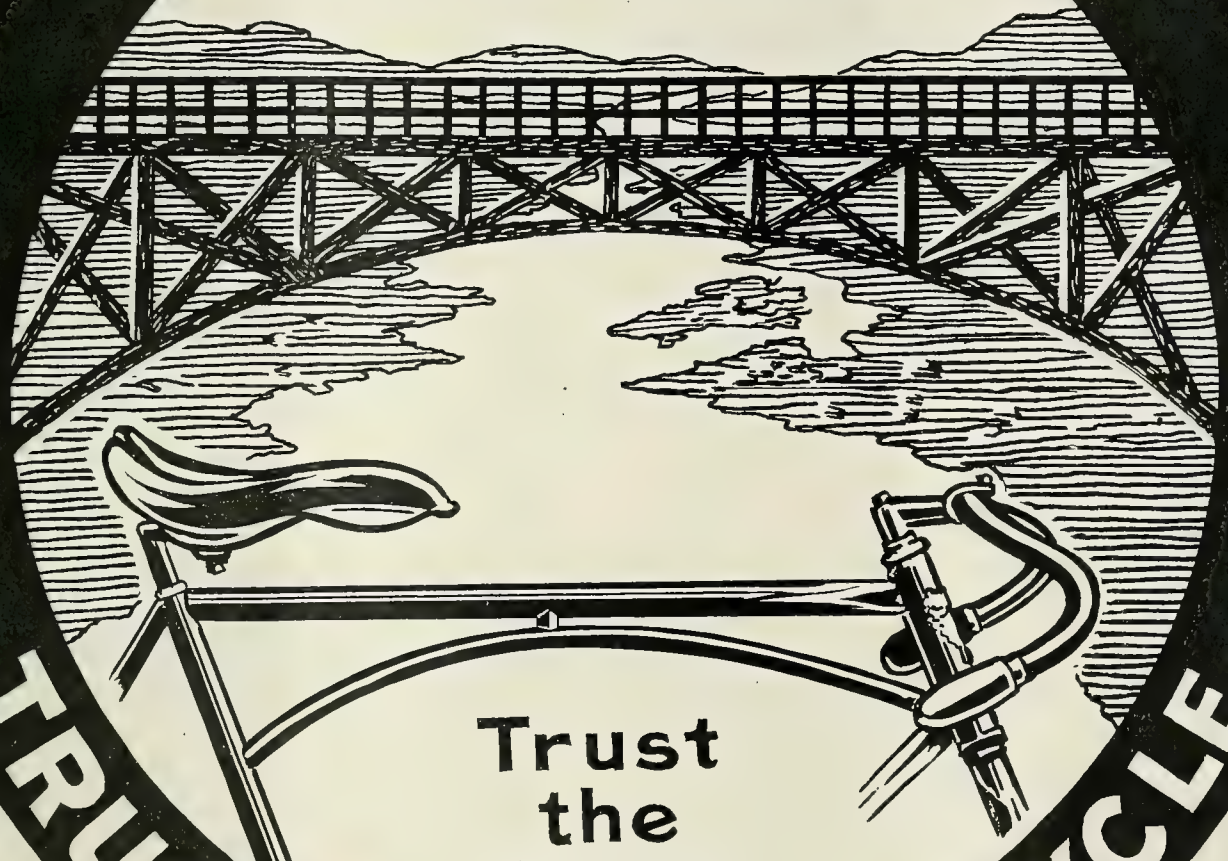
ALL are necessities; all all are ready sellers and in continued demand. All are top-notchers. No stock is complete without them.

QUOTATIONS ON REQUEST.

THE STANDARD COMPANY, Torrington, Conn.

IVER JOHNSON

TRUSS BRIDGE



TRADE MARK

Trust the Truss

TRUSS BRIDGE BICYCLE

Longer Life to Bicycle and Added Satisfaction to Rider

The Iver Johnson Truss Frame is the most rigid made. Keeps all working parts in perfect alignment, which means less wear and greater ease of operation.

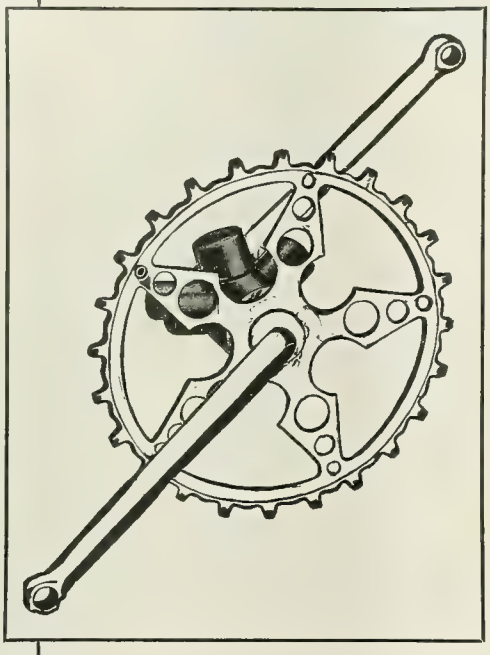
Dealers have found the exclusive Iver Johnson Truss Frame a tremendous selling card

Write for the Iver Johnson 1909 Cycle Catalogue, which tells more in detail why the Iver Johnson is accepted as the standard of bicycle construction.

IVER JOHNSON'S ARMS & CYCLE WORKS, Factory and General Sales Office, 360 River Street, FITCHBURG, MASS., U. S. A.

New York Office, 99 Chambers Street. Pacific Coast Distributors, BAKER & HAMILTON, San Francisco, Cal.

Any Dealer Can Get



FAUBER CRANK HANGERS

in the bicycles he orders, merely by specifying them. No high class manufacturer will refuse such high class equipment. In justice to himself and his trade, he cannot very well afford to refuse.

Great Western Mfg. Co., Laporte, Ind.

HAVE YOU

been keeping posted in regard to the

WONDERFUL ACHIEVEMENTS

of some of the regular stock

ARMAC Motorcycles

wherever entered in

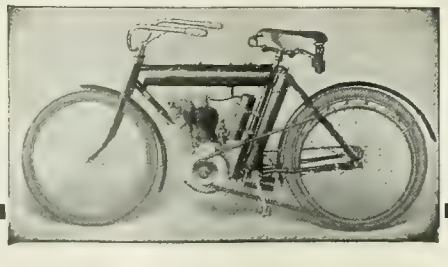
HILL CLIMBING CONTEST
ENDURANCE CONTESTS, or
OPEN COMPETITION RACES?

IF NOT—Write to-day for information and our catalog describing the many practical and exclusive features of

3 H. P. 1908 **ARMAC**

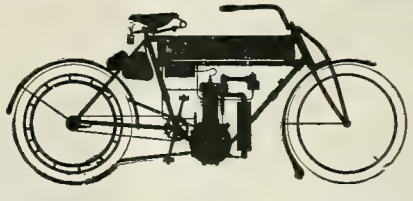
Our agent's proposition will interest you.

ARMAC MOTOR CO. —472-478— CARROLL AVE., **CHICAGO**



Like Tennyson's Brook, they go on forever

CURTISS ROLLER BEARING ENGINES



NEVER WEAR OUT—BECAUSE THEY'RE MADE RIGHT

Bronze retainers. Hardened and ground steel rollers running between two hardened and ground steel bushings.

They save you *time* and *money*. No waiting for "bushing repairs." No roadside stops on account of bearings "grabbed", "cut" or "run dry".

30% Less Friction, Therefore
EASIER RUNNING ENGINES—MORE POWER

Catalog Y tells you the rest.

G. H. Curtiss Mfg. Co., Hammondsport New York

G & J Bicycle Tires

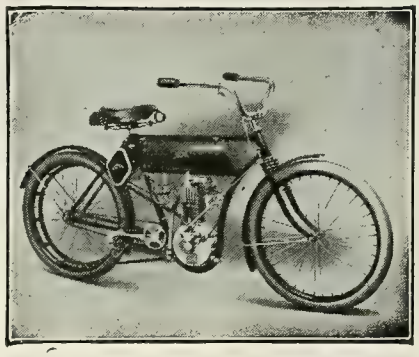
It pays to make Indianapolis G & J Bicycle Tires your standard line, because they are the highest quality, have the largest demand and always give your customers absolute satisfaction.

G & J Tire Co.

Indianapolis, Ind.

Send for Catalogue and Prices

THIEM MOTORCYCLES



Fewer parts, but not a feature omitted necessary for CONVENIENCE, COMFORT or EFFICIENCY.

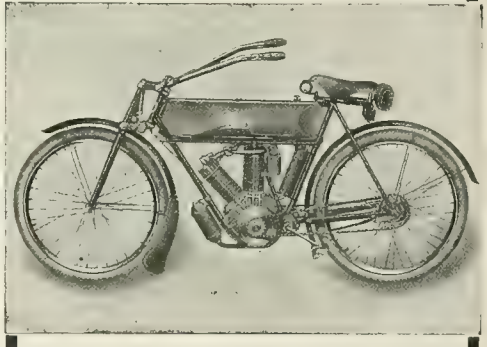
We stand ready to compare WORKMANSHIP with anything made—PIECE BY PIECE. Every gear and its shaft is cut from SOLID STEEL—have nothing to come loose—Carefully hardened and polished gears, cams, journals and boxes insure PERFECT WORK AND LONG LIFE.

For Catalogue, Agency and other information, address

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THE Reliability OF THE Thor IS NOT AN IDLE CLAIM OR HOAX



¶The Chicago Motorcycle Club's Endurance Run of 2 days and the Elimination Contest of 3½ days in which the *Thor* was the **only machine** that won, proves the above statement.

A "Tip" for the Dealer

Talk **Reliability** and and **Quality** first. Then get the agency for a machine that will substantiate your claims

WRITE FOR TERMS AND 1909 *Thor* AGENCY

Aurora Automatic Machinery Co.

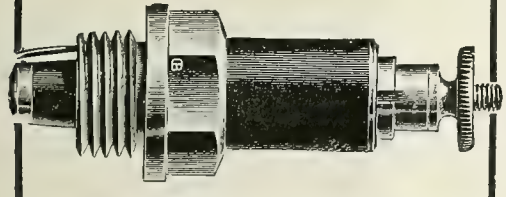
AURORA, ILL.

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IDEAL PLATING CO.

Marlboro, Mass.

WHY Spark-Plug Trouble?



The FRENCH MICA PLUG

Constructed from Amber Mica with composition platinum points insures a positive spark, and that's the kind you want.

Price, ½ in. or Metric..... 90c

The Motor Car Equipment Co.

IMPORTERS

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It's foolish to pay more for a spark plug when you can get a plug so good as the "Vulcan" STA-RITE for $1.25. Made with outer cap. Inner tube never exposed. Can't crack. THE R. E. HARDY CO., 25 W. 42d St., New York.

MATTSON'S CUSHION GRIPS

Ever try them ? If not, why not



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AND OTHER FITTINGS

Worcester Pressed Steel Co.

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We are now ready to quote prices and deliver samples of the

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Write us.

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We make special **DROP FORGINGS** for motorcycles. Let us quote you from your specifications.

The Billings & Spencer Co.

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Troxel Saddles

New Models

FOR BICYCLES AND MOTORCYCLES.

Now Ready

Write for quotations.

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Peugeot
"FASTEST MOTOR IN THE WORLD"

in a motorcycle is a

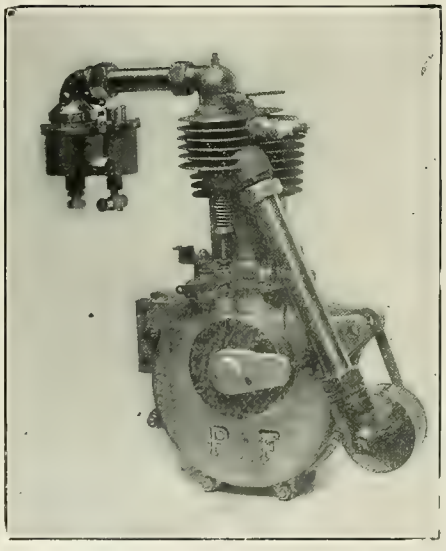
GUARANTEE

of **speed,** not only on smooth boulevards, but on long hills and rough country roads. Not only has the "Peugeot" *speed* but it has *long life.*

Years of experience in France making thousands of motors has given us the necessary knowledge not possessed by American manufacturers.

If you want an *ideal combination,* buy an American motorcycle equipped with the Peugeot Motor.

Strength AND Speed Combined.



3½ H. P. Peugeot Motor.

WRITE US

PEUGEOT FRERES
296 Broadway, New York

Nominations for C. R. C. A. Officials.

The annual election of the Century Road Club Association will, as usual, take place by mail vote from December 1st to 15th. Seven members have been appointed to make nominations for the national officers for 1909, as follows: Eastern Division, R. A. Van Dyke, chairman; J. W. Johnston and Sylvain Segal; Long Island Division, W. F. Jacobs, F. C. Graf and Emil Greenbaum; member-at-large, E. Lee Ferguson. It is not thought there will be any change in either the national body or in the divisions. This is true of the Eastern Division, which already has announced its nominations, as follows: For centurion, J. W. Johnston; secretary, Sylvain Segal; treasurer, F. Larsen; captain, M. S. Walters; board of directors, J. W. Gull, Charles Levy, Peter Wollenschlager, A. P. Falvey and C. E. Burch.

Chapman Booming Kansas City Race.

John M. Chapman, who will manage the Kansas City six days race, to be held the first week in February, left this week for Boston, where he will arrange for the publication of advertising matter for the Kansas City grind. Chapman states that he intends to make next year's race pay three times as well as the one held last winter, and with this idea in mind will begin an advertising campaign eight weeks before the race. "When I get through with the four sheet posters and paste pot," said Chapman, "there will not be a bare house, barn or fence in Kansas City."

Claims a Most Phenomenal Tire Record.

V. T. Atkinson, an electrical engineer of Bournemouth, England, is either a magnificent prevaricator or the luckiest man that ever straddled a bicycle. He has arisen to remark that he has used one tire on the front wheel of his machine for 6½ years, during which period he covered 30,000 miles, which in itself is remarkable, but even more remarkable is his statement that despite such tall traveling "over the roughest roads of Yorkshire," he never sustained even one puncture.

Home Trainer Show to Invade Brooklyn.

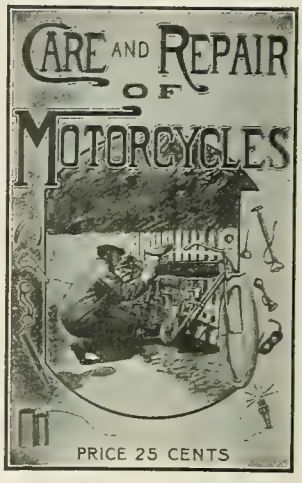
The Davis-Gledhill trio, which has been performing home trainer stunts at Blaney's Lincoln Square theater, New York City, the past two weeks, will move to Brooklyn next week. Manager Trumbull, of the Fulton theater, has enlisted the aid of a Brooklyn rider and it is expected that the races between amateurs will prove more of an attraction than they did in New York. Three prizes are offered.

Petaluma Enforcing Bicycle Ordinance.

Petaluma, a small California town, is undergoing a wave of reform. The first evidence of it is the order of the mayor that the bicycle ordinance must be enforced. Bicycles must be equipped with bells or horns and lamps must be carried at night.

WHEN HELP IS WANTED

the value of



is measured by dollars not cents.

64 pages bristling with the useful advice and suggestion desired by all motorcyclists.

25 Cents

BICYCLING WORLD CO.
154 Nassau Street, NEW YORK

We do not make motorcycles, but we do sell

FOUR CYLINDER MOTORS

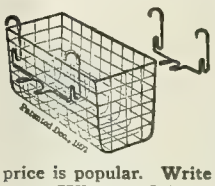
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and they are the "real things", too.

Description and prices on request.

MOTOR CAR SPECIALTY CO., Trenton, N. J.

DOW'S BICYCLE LUGGAGE CARRIERS



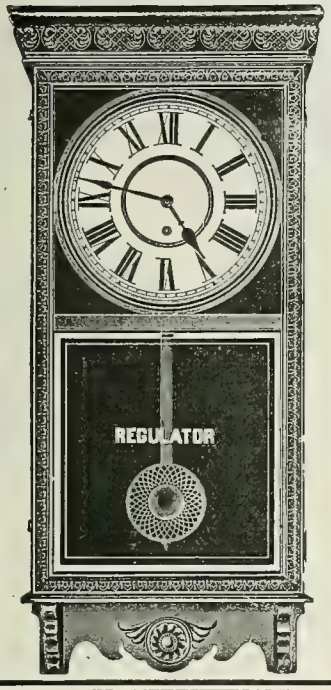
BEST THING for the purpose ever put on the market. In use all over the United States.

Can put on or detach instantly with adjustable hook.

Good sellers, because the riders all want them and the price is popular. Write for prices.

Dow Wire and Iron Works, Louisville, Ky.

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FREE



For Office, Shop or Store

Send us 24 Neverleak Certificates if you want one of these splendid Clocks entirely free. They are over 3 feet high, 16½ inches wide, solid oak case, 8-day movement, same constructed of brass and steel and fully guaranteed. Any "Neverleak Certificates" will apply on the clock. 36 certificates will entitle you to a 10-year guaranteed solid gold filled Watch. 12 Certificates to a Brass Sign. One certificate is packed with each dozen 4 ounce tubes of Neverleak.

Buffalo Specialty Co.
BUFFALO, N. Y.

Solar

A Thank-You-Ma'am

on the roughest road, crossed at top speed, cannot jar out the Solar Acetylene Gas Lamp.

Users are always sure of a steady, white light projecting for a hundred yards, and one that

Will Burn 5 Hours

It is the best and only practicable bicycle lamp on the market. Simple in construction and made of heavy brass, all nickel finish.

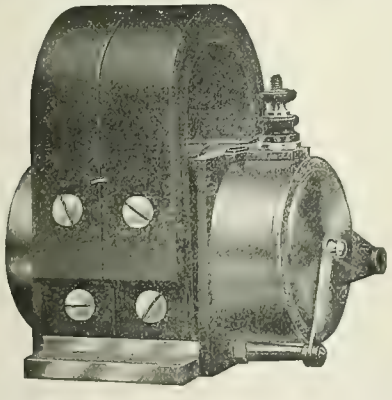


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is an important feature of every well designed magneto. Its function is to prevent short circuiting in the secondary winding of the armature owing to the excessive potential which results when the secondary cable is disconnected from the spark plug and the spark has no path through which to jump. The safety spark gap allows this current to ground itself in the frames and acts thereby like the safety valve of a boiler. Every

Unterberg & Helmle Motorcycle Magneto

is provided with a safety spark gap in the form of a pointed screw threaded permanently through the aluminum cover over the armature.

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Merkel-Light Motor Co.

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10 cents per line; 15 cents per line if in capital letters. Cash with order.

WANTED—First class motorcycle repair man. Must be experienced and A No. 1 mechanic. Give references and state wages expected. Address REPAIR MAN, care Bicycling World Co.

WANTED—1908 model motorcycle, Yale-California or Excelsior preferred. Give full particulars and lowest cash price in first letter. Box 262, Lititz, Pa.

FOR SALE—The first check for $150 takes a new Thiem 1908 motorcycle. MFRS. SUPPLIES CO., 418 Arch St., Philadelphia.

WE are now delivering the "Forerunner" models of Curtiss 1909 single and double cylinder motorcycles; come and see them, they are the candy. 20-in. frame, roller bearing connecting rod, improved engine, greater power, double grip control, luxurious cushion fork, French gray enamel. TIGER CYCLE WORKS, 782 Eighth Ave., New York.

FOR SALE—1905 Indian, clincher tires, double grip, $50; 1906 Indian, 2¼-inch G & J clincher tires, all improvements, $100; 1907 Indian, twin cylinder, in fine running order, $150; 1907 Yale, new, shop worn, 2 H. P., 2¼ G & J tires, $135; 1907 Marsh, 26-inch wheels, in good order, $100; 3 H. P. R-S tandem, combination for lady or gentleman, $175; Indian van attachment, shop worn; for delivery purposes, $100. F. A. BAKER & CO., 37 Warren St., New York.

1908 INDIAN twin, magneto, etc., $235; twin tri-car outfit, $250; parts and repairs. Armac, $75; Royal, $75; Indians, $75 up. Send for specialty catalog. WIDMAYER, 2312 Broadway, New York City.

WE can supply all parts of the Orient bicycle and tandems. THE HUB CYCLE CO., 285 Hanover St., Boston, Mass.

MOTORCYCLES—All makes second hand, from $60 up; agents for Merkel, Armac and Crouch. We buy for cash and sell for cash. E. J. WILLIS CO., 8 Park Place, New York City.

MOTORCYCLISTS can with confidence send their motorcycles to me. Low price on motorcycle tires and supplies for repairs and overhauling; enameling done any color; vulcanizing, nickel plating. B. A. SWENSON, Providence. R. I.

SPOT cash paid for second hand motorcycles; we want 100. E. J. WILLIS CO., 8 Park Place, New York City.

WE REPAIR MOTORCYCLES.

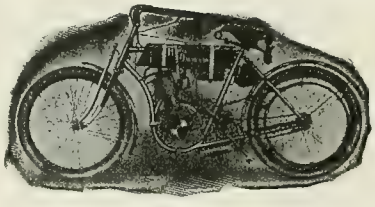
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Greatest Variety—All Sizes
SPROCKETS
THE PARISH & BINGHAM CO.
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Those who have used them most will tell you that
Duckworth Chains
are the most satisfying chains ever applied to
Bicycles or Motorcycles
DUCKWORTH CHAIN & MFG. COMPANY
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Genesee Pedals Frame Sets
Also All Metal Parts for Bicycle Construction
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THE PLUG YOU NEED
for your motorcycle is the
SPLITDORF Motorcycle Plug
Made expressly for motorcycle use.
C. F. SPLITDORF,
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Harley-Davidson Motor Co.
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PENNSYLVANIA CLINCHER TIRES
The motorist who has read our new book, "Factory Facts," has a clear and helpful knowledge of just how tires are made. Write for it and read it.
PENNSYLVANIA RUBBER COMPANY
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HIGH GRADE
wheels must have the best equipments
There is nothing that gives more value for the money than the use of the
MORSE TWIN ROLLER CHAIN

NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING
The only chain having FRICTIONLESS ROCKER JOINTS. Insist on having the Morse Twin Roller. Fits regular sprockets.
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BUY—Nuts, Bolts, Screws, Adjusting Cones, Cups, Brass Plugs, Pump Connections, Pump Hose, Saddle Clamps, Head Brackets, etc., etc., of
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Torpedo stands for Quality, and Quality means Price. Buy a Torpedo and get both. Write for Catalog.
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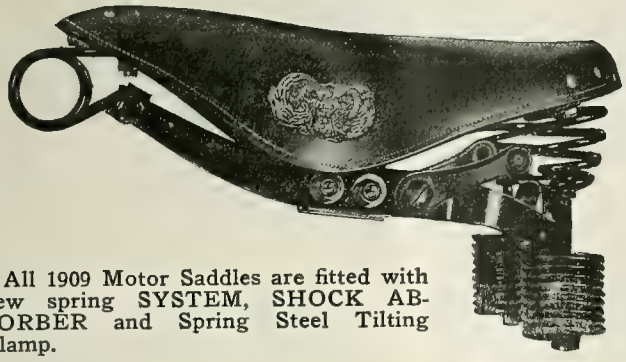
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All 1909 Motor Saddles are fitted with new spring SYSTEM, SHOCK ABSORBER and Spring Steel Tilting Clamp.

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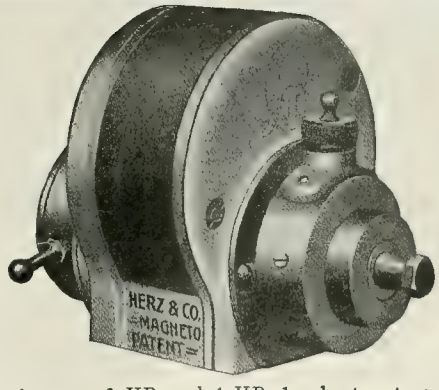
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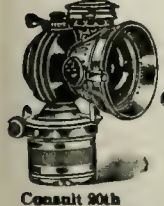
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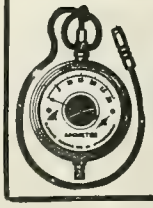


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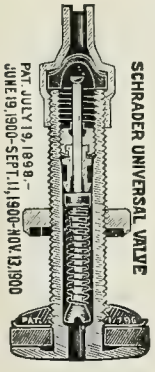
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BRANCHES—New York, 73d St. and Broadway; 148 Chambers St.; Chicago, 20 La Salle St.; 1301 Michigan Ave.; Detroit, 832 Woodward Ave.; Boston, 292 Devonshire St.; Buffalo, 724 Main St.; Newark, N. J., 264 Halsey St. AGENCIES—Atlantic City, Penn Auto Supply Co.; Philadelphia, Penn Auto Supply Co.; Jacksonville, Fla., Savell Rubber Co.; Denver, Col., Denver Auto Goods Co.; Seattle, Wash., Fobes Auto Supply Co.; Atlanta Ga., Dunham Rubber Co., Providence, R. I., Waite Auto Supply Co.; Cleveland, O., The Motor Supply Agency, 1246 Euclid Ave.; Pittsburg, Pa., Consumers Auto Supply Co., 7th Ave. & Smithfield St.; Kansas City, Mo., Empire Tire & Rubber Co.

SCHRADER UNIVERSAL VALVE

(Trade Mark, registered April 30, 1895.)



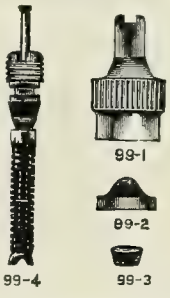
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In order to facilitate the obtaining of

PARTS of the Schrader Universal Valve

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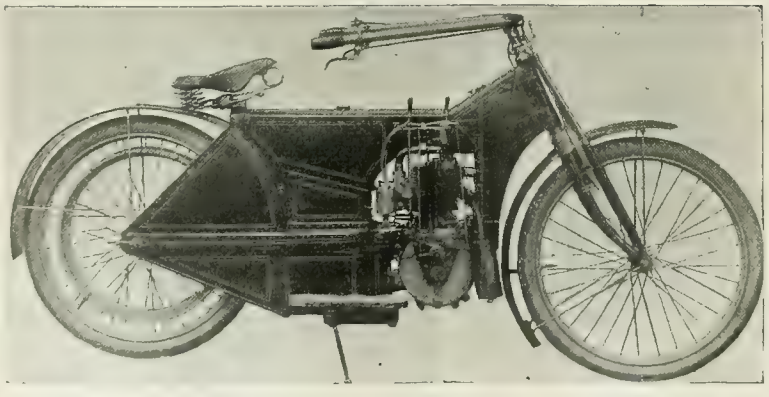
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should let us show what we are doing for the largest makers. There must be a good reason why we make over 60% of the cylinders, pistons, etc., used in American built motorcycles. We have the equipment, experience, facilities and *know how* to produce the best castings obtainable. All we ask is that you say "show me."

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¶"The A B C of Electricity" will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c. The Bicycling World Co., 154 Nassau St., New York



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Send for Catalogue and Agents' Proposition.

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Defender Special



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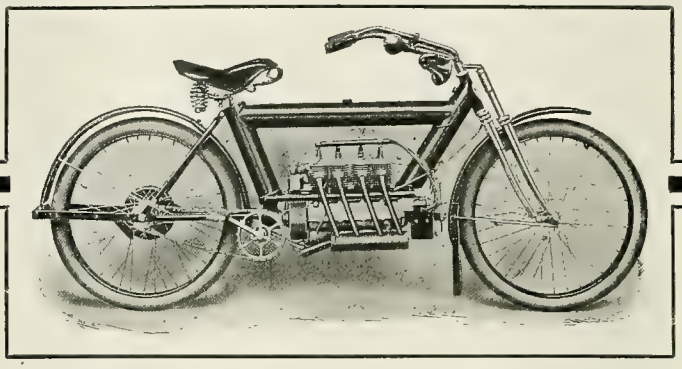
has been the portion of all who have used them.

A living profit is responsible for the first condition; undeviating good quality for the other. Why not share in such happy results?

Kokomo Rubber Co., Kokomo, Ind.

FIRST CAME PIERCE BICYCLES
THEN CAME PIERCE AUTOMOBILES
Now Comes **THE PIERCE MOTORCYCLE**

Just as Pierce Bicycles and Pierce Automobiles are the world's leaders, so the PIERCE VIBRATIONLESS MOTORCYCLE is superior to every other machine—whether made in America or abroad.

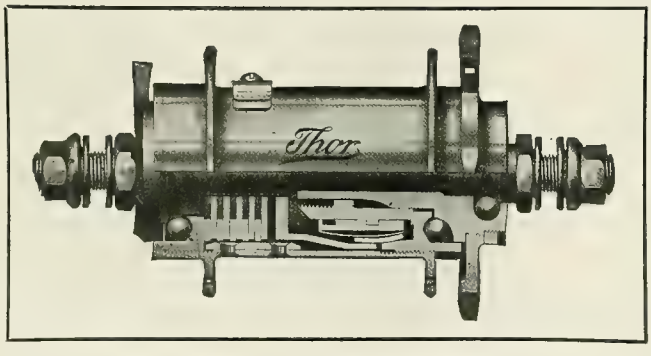


Four cylinders; six to seven horsepower; shaft drive; large tubing (obviating tanks); Bosch magneto; forcefeed automotic lubricating system; mechanical valves throughout; friction clutch; coaster and band brakes; best material, workmanship and equipment; and many other features.

Booklet on Application. **THE PIERCE CYCLE COMPANY, Buffalo, N. Y.** Denver Oakland

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Thor **MEANS QUALITY**



Thor **HUBS**
"Run Easy and Wear Long"

¶ Both the *Thor* Bicycle and Motorcycle Coaster Brakes are built with the same design and on the same principle, one being larger than the other—that's all!

¶ The efficiency of the *Thor* Motorcycle Brake has never been questioned. The *Thor* Bicycle Brake will prove as satisfactory. Try it!

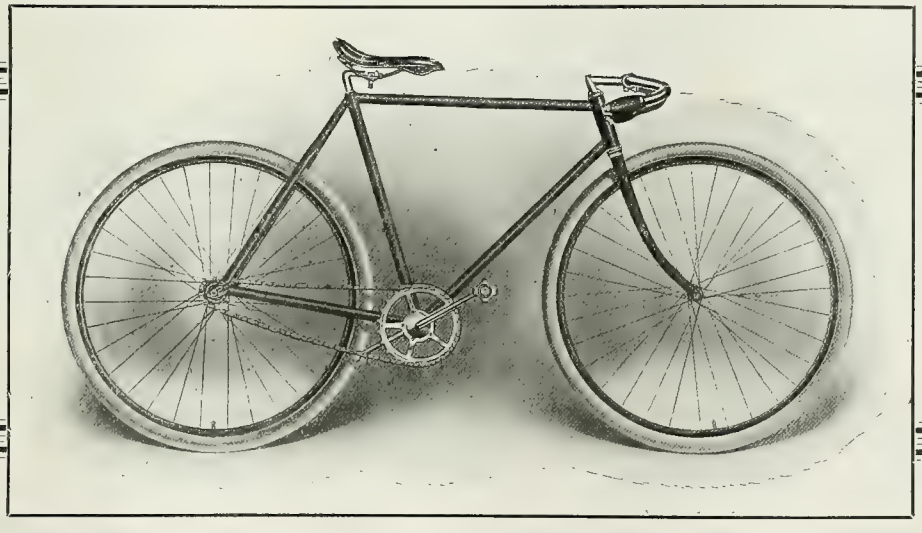
¶ Note the friction washers which allow *increased friction surface* and *easy release.*

Dealers will find *Thor* Goods "Trade Winners."

AURORA AUTOMATIC MACHINERY CO., Aurora, Ill.

The 1909 TRIBUNE

DON'T be satisfied with last season's bicycles. Insist on having machines that are up to date. Neither should you be satisfied with commonplace looking bicycles, of which the only thing that may possibly be said of them is that "they are strong." No one finds fault with the strength of the **Tribunes.** And they are **up to date.** For 1909 they have new frame lines, new hubs, new equipment, improved bearings and many features fully described in the handsome 1909 Catalogue now on the press.



The **1909 Tribune** line is a most complete one, from Chainless bicycles to Juveniles, from $100 list to $20 list, including machines for all kinds of service. One of the new models is a bicycle built especially for the use of policemen, messengers, and for general delivery purposes—a bicycle designed for hard and continuous service. **Tribunes** are made by a company of world-wide reputation possessing factory facilities finer and larger than anyone else in the trade.

LET US SEND YOU A COPY OF THE TRIBUNE CATALOGUE WITH SPECIAL PRICES AND TERMS TO DEALERS. THE PRICES ARE ALL RIGHT, BICYCLES ARE READY, AND WE CAN GUARANTEE THE VERY BEST KIND OF SERVICE

POPE MANUFACTURING CO., Hartford, Conn.

Convincing Evidence of Good Tire Service

New York-Chicago Motorcycle Endurance Contest

9 out of 20 machines starting were equipped with Morgan & Wright Tires.
6 out of the 11 riders to finish with perfect scores rode on Morgan & Wright Tires. Two of them covered the entire 1250 miles without even a puncture.

Detroit Speed Trials, Oct. 21, 22 and 23

Fred Huyck broke the mile records, standing and flying start, and rode 61 1-5 miles in 60 minutes, capturing every existing amateur record from 7 to 61 miles inclusive on Morgan & Wright Tires. The record itself proves the absence of tire trouble.

Chicago-Kokomo Endurance Contest

11 out of 20 starters rode on Morgan & Wright Tires.
6 out of the 7 perfect scores were made on Morgan & Wright Tires.
One puncture was the sum total of all the tire trouble experienced by riders using Morgan & Wright Tires.

F. A. M. National Championships New York, November 3

First, second and third places in the one, five and ten-mile races were won on Morgan & Wright Tires. Absolutely no tire trouble.

WILL THEY BE ON YOUR MACHINE NEXT YEAR?

MORGAN & WRIGHT, Detroit

THE

Fauber Crank Hanger

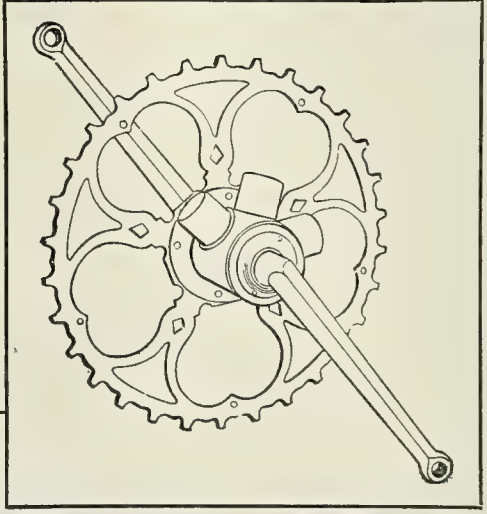
is not only the

WORLD'S BEST HANGER

but is the

MOST FAMOUS ONE

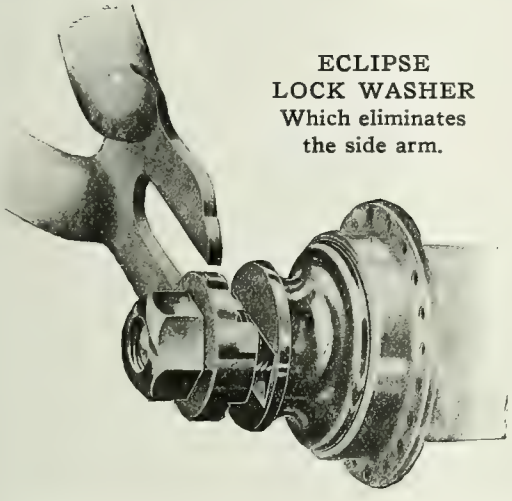
It adds "Class" to any bicycle to which it is applied and every dealer knows it. Specify it when you order.



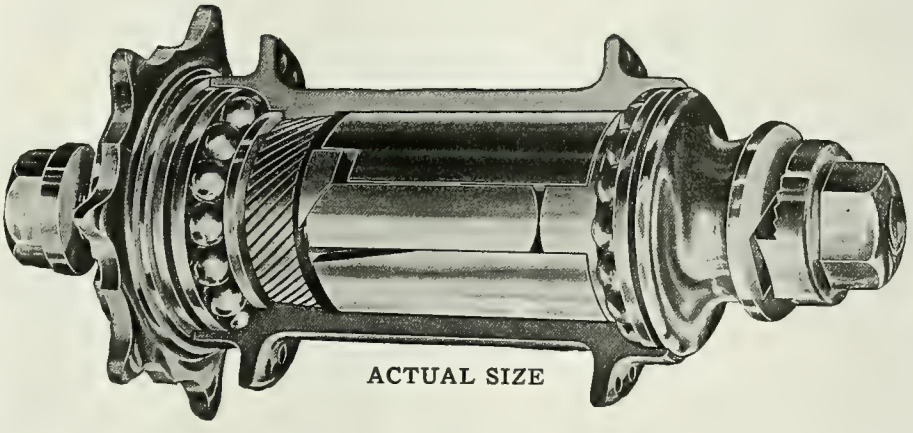
Great Western Mfg. Company, LAPORTE INDIANA

IN A COASTER BRAKE

You want safety—positive safety
Safety at all times
Safety under all circumstances
Safety that does not depend on a chance



ECLIPSE
LOCK WASHER
Which eliminates
the side arm.



ACTUAL SIZE

THE ECLIPSE

with the

POSITIVE LOCK WASHER

insures and guarantees such safety.

There's a Reason
AND A SOUND ONE, TOO.

ECLIPSE MACHINE CO., Elmira, N. Y.

Licensed Coaster Brake Manufacturers.

YOU
SAVE MONEY

when you buy an

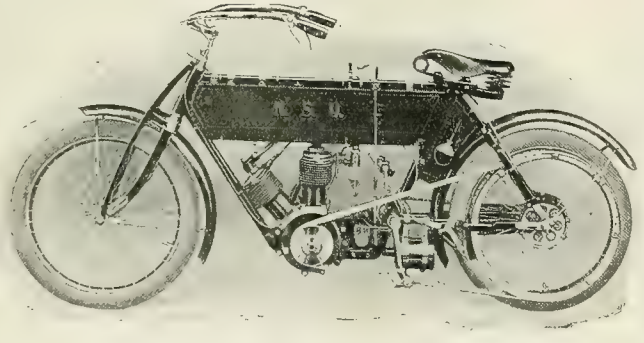
NSU

Motorcycle

Not only in the initial cost, but at the end of the year you'll find your repair and part bills, as other N. S. U. riders do—practically,

NIL

Because we put honest material and workmanship in every part of the machine and to protect you, guarantee every part and accessory connected with the N. S. U.



THE 6 H. P. TOURING MODEL

Single Cylinders, 1¼, 3, 3½ and 3¾ H. P.
Twin Cylinders, 4, 5 and 6 H. P.

All Explained in Catalog "B"

N. S. U. MOTOR COMPANY
206 West 76th Street, New York City

THERE IS BUT ONE HANDLE BAR

that affords comfort to all ages, sizes and conditions of mankind—

The Kelly Adjustable

THE STANDARD BAR OF THE WORLD



AFFORDS TWENTY-FIVE DIFFERENT POSITIONS

and renders pleasure possible no matter what may be the pace or the road conditions. The Kelly Bar fitted to any bicycle adds a strong selling point.

Any bicycle manufacturer will supply it if you insist

KELLY HANDLE BAR CO.
CLEVELAND, OHIO

Diamond
1909
BICYCLE TIRES

COMBINE

Carefully Selected Material
Skilled Labor **Most Rigid Inspection**

Diamond TIRES ARE THE BEST

In our Bicycle Tires, as in other lines, we have gone ahead of 1908 and are able to offer for 1909, DIAMOND TIRES that surpass all previous efforts and—AT ATTRACTIVE PRICES.

DIAMOND TIRES last longest and give the degree of satisfaction to make customers for YOU.

THE DIAMOND RUBBER CO., Akron, Ohio

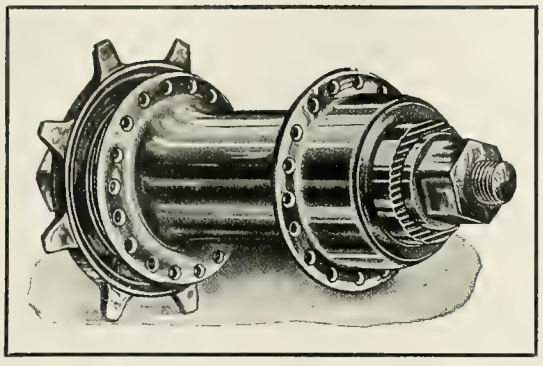
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No Lock Washer

is used on

THE MUSSELMAN COASTER BRAKE



for the reason that a lock washer will spread the rear fork ends, and is therefore unsafe.

The Musselman Brake is absolutely safe and sure for it is so constructed that it holds the fork ends together, and there is no possibility of pulling apart or spreading.

"The Brake Without the Side Arm"
"The Brake Without the Lock Washer"

Sell your customers the Safest and Best.

WRITE FOR PRICES.

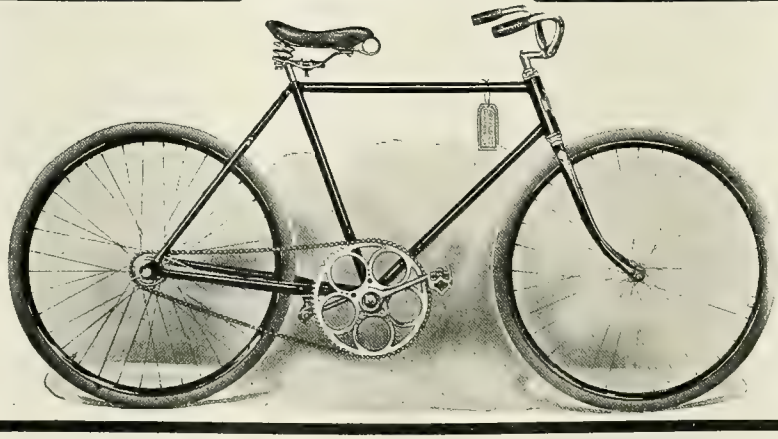
THE MIAMI CYCLE & MFG. CO., MIDDLETOWN, OHIO

LICENSED COASTER BRAKE MANUFACTURERS.

THE RACYCLE "SILENT RIDEABOUT"

MODEL 142

"Runs Like A Belt"



"Runs Like A Belt"

One of the new features of our 1909 line—70 tooth ½" pitch Front Sprocket

Diamond Roller Chain, Turned Head Fittings, Turned Hubs, Musselman Coaster Brake. Write for catalog and agents' prices.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

F. M. JONES, Pacific Coast Representative, Sacramento, Cal.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVIII | New York, U. S. A. Saturday, November 21, 1908 | No. 9

CONTRACTS AND FREIGHT RATES

Two Live Topics Occupy Attention of the Motorcycle Makers at Buffalo—Next Session in New York.

Ten concerns were represented at the special meeting of the Motorcycle Manufacturers Association at Statler Hotel, Buffalo, N. Y., on Wednesday last, 18th inst. In addition to President Hendee (Hendee Mfg. Co.) and Secretary Robie (Excelsior Supply Co.), who were at their posts, those in attendance were as follows: Messrs. Hurley (Thor), Fretz (Merkel-Light), Coburn (Pierce), Curtiss (Curtiss), Becker (Auto-Bi), Hornecker (Torpedo), Remppis (R-S), Marsh (M-M), and Ives (Reliance).

The matters of agency contracts and freight rates occupied most of the meeting's attention, but no uniform contract was adopted as was thought would be the case. Instead, a number of recommendations were made that certain provisions be inserted in such contracts but each member is free to exercise his option in the matter, although the adoption of the recommendations conveys its own implication. Among the provisions recommended is one requiring agents to maintain list price and another advising that the guarantee applying to each respective motorcycle be made a part of the contract. The subject of protecting the dealer from direct sales by manufacturers likewise was discussed and a remedy proposed.

The matter of freight rates was brought up by President Hendee, who reported in detail the methods which his company on its own responsibility has brought to bear on the traffic associations during the past two years and which resulted in several substantial reductions in the classification of motorcycles. As every saving of the sort means more profit for the dealer, the association outlined a course of action which each member will follow in an effort to obtain additional reductions. It was deemed more advisable thus to exert pressure from many points than for the association, as such, to take the whole matter in hand.

The show committee reported that concessions, which would add to the association's treasury, practically had been assured by the New York and Boston shows; the management of the Chicago show, however, had not yet been heard from. The committee was continued and will endeavor to obtain for the motorcycle exhibits a representative share of publicity, also.

The next meeting of the association will be held during the New York show—on Tuesday, January 19th, at 9 o'clock a. m., in Hotel Breslin, New York.

New Boston Company to Handle Tires.

The Standard Tire & Rubber Co. is the style of a new concern which has been formed in Boston, Mass., and which has located at 102 Portland street. Its officers are: President, W. P. Cronin, formerly manager of the Diamond Rubber Co.'s Boston branch, and treasurer, James S. Waddell. The new company will handle the tires made by the Federal Rubber Co. of Milwaukee.

Pieper Disposes of His Business.

George B. Pieper, one of the pioneer motorcycle dealers in Brooklyn, N. Y., disposed of his business at public auction on Saturday last. He expects shortly to remove to the West, where he expects to take up factory work.

Change Speed Moves to Anderson.

The Change Speed Pulley Co., manufacturers of the Speed carburetter, have removed from Indianapolis to Anderson, Ind. Their plant at the latter place will add considerably to their facilities.

Ajax to Move Its Boston Branch.

The Boston branch of the Ajax-Grieb Rubber Co. has leased new quarters at 7 Park Square. The removal from the present quarters at 819 Boylston street will occur December 1st.

O'CONNOR'S OBJECTIONS OVERRULED

Court Orders Pope Receivers to Accept Offer of Reorganization Committee—Plan of Stock Distribution.

Despite the suspicions and opposition of Thomas H. O'Connor, the Jersey City holder of 100 shares of the Preferred stock, Vice-Chancellor Howell, sitting in the Chancery Court, Newark, N. J., on Thursday last, 19th inst., authorized the receivers of the Pope Mfg. Co., to accept the $1,500,000 offered for the Pope assets by the reorganization committee.

This favorable decision will permit the company quickly to terminate the receivership and to again stand on its own feet, as well as immediately to pay the creditors the fourth and final dividend of 25 per cent. The creditors thus will have received 100 cents on the dollar, and as the huge $22,500,000 capitalization will be reduced by the reorganization to $6,500,000, with $800,000 worth of 6 per cent. mortgage notes, the burden of the new company will be more in keeping with actual conditions.

Of the reduced capital, $4,000,000 will be common stock and $2,500,000 preferred stock. Holders of the outstanding preferred stock in the old company, amounting to $2,391,000, are to receive 75 per cent. of the par value of the old stock in new preferred stock and 83 per cent. of the par value of the old stock in new common stock. To effect this will require the exchange of $1,793,250 of the new preferred stock and $1,984,530 of the new common stock. Holders of the second preferred stock in the old company get 20 per cent. of the value of the old second preferred stock in new common stock. To redeem the $8,625,100 worth of this old second preferred that is outstanding, will require $1,725,020 of the new common stock. The common stock in the old company will have no participating value in the new.

The owners of first and second preferred stock in the old company have deposited their stock with the reorganization committee, which will buy in the old company's assets and properties after the receivers have paid off all the outstanding indebtedness, when the new company will be formed and the new stock issued. For its services in financing the transaction and in agreeing to buy up the $800,000 worth of 6 per cent. mortgage notes which the new company is to issue, the underwriters are to take $500,000 worth of the preferred stock in the new company, and $90,450 in new common stock.

The distribution of the securities of the new company upon its starting business therefore will be as follows:

Syndicate for $800,000 cash	$500,000	$90,450
First preferred stock..	1,793,250	1,984,530
Second preferred stock.		1,725,020
Balance in treasury ...	206,750	200,000
Total	$2,500,000	$4,000,000

For the $800,000 in cash supplied by the syndicate there is the corresponding issue of $800,000 in notes, which must be added to obtain the total of security liabilities.

The preferred stock will be entitled to cumulative dividends at 6 per cent. from August 1, 1908, and no dividends on the common stock will be made until all back dividends on the preferred are paid up. Similarly no dividends on any of the stock will be paid until the mortgage notes are paid.

In ruling against the objecting O'Connor and in favor of the receivers, Vice-Chancellor Howell after a brief resume of antecedent circumstances, proceeded to point out the risks involved in the carrying on of such a business from which he drew the conclusion that investors would probably not consider any proposition looking to the taking the plants as a permanent investment.

These circumstances, the vice-chancellor holds, limit the persons who would be likely to entertain the idea of purchasing the property to an extremely small number, and go almost to the extent of demonstrating that the present owners of the properties, the stockholders, are not only the natural and logical bidders, but must be almost the only bidders.

The vice-chancellor adverts also to the fact that the court is always anxious to avoid having any business operated under its control longer than is absolutely necessary to pay the creditors and preserve the property from destruction, and always looks with favor upon business arrangements whose object is to relieve the court from that responsibility. The vice-chancellor goes on to say:

"I think it appears by the testimony that the property which the reorganization committee desires to purchase is worth, as it stands, as a going business, as between a willing purchaser and a willing vendor, somewhat more than the sum offered by the committee, but it is apparent that the value of the property is not sufficient to pay the whole of the first preferred stock, which I understand to be preferred to the other issues, both as to capital and to dividends, and that for the purposes of this motion we may disregard the second preferred stock and the common stock. The committee reorganizations represent all the outstanding first preferred stock except 245 shares, 100 shares of which belong to the objector.

"The discrepancy may be affected by the business considerations above stated, by the financial conditions of the country, by the financial conditions of the automobile and bicycle trade, or by the dozen other matters which enter into a large business.

"Again, the total outstanding first preferred stock of the Pope Mfg. Co. is $2,345,500. The objector's holdings amount to 100 shares of the actual par value of $10,000. While the holder of a single share has the same legal right to object to this sale that he would have if he held a great majority of the stock, yet he does not appeal to the court with as great favor, for the reason that the very great majority of his fellow-stockholders have decided upon the proposition with a judgment very different from his. And particularly is this true in this case in which the objector does not go to the trouble of giving the court any information concerning the facts from his own standpoint.

"The case must, therefore, rest on the petition and testimony adduced on behalf of the receivers. I will advise an order that the receivers be permitted to accept the offer."

Vice-Chancellor Howell had given a special hearing to the O'Connor objections on Monday last, 16th inst. In support of his contention that the offer of $1,500,000 for the assets of the company is "grossly inadequate," and that the receivers should not be given permission to acept it, O'Connor's attorney put Receiver Albert L. Pope through a long ordeal of cross examination, in an endeavor to establish discrepancies between the latter's present estimates of the values of the various properties and the appraisal made last May. In his examination, O'Connor's attorney, Willard C. Fisk, pointed out that the appraisers' valuation of the assets was $2,600,000, while the receivers now regard the committee's offer as a liberal one, and declare the total value of the assets to be only about $1,250,000.

As one of the three receivers for the company, the witness testified that it would be difficult to get $500,000 net for the Hartford plant "in liquidation," while $200,000 would be an outside price for the Westfield (Mass.) plant at a forced sale. The company's Thompsonville plant he appraised at $10,000, with the explanation that the company had tried to sell it for five years, without getting a bid for it.

The Hagerstown (Md.) plant, Receiver Pope went on to tell, would eventually net about $125,000, inclusive of the $57,500 already paid for the factory premises, "if the reorganization scheme should carry." Otherwise, $75,000 would be the outside amount that could be realized. The Pope Mfg. Co.'s claim against the Pope Motor Car Co., the witness estimated, is worth $350,000 at the outside. The stock of the latter company, which is all owned by the Pope Mfg. Co., would bring nothing.

Two plants of the Federal Mfg. Co., whose stock is all owned by the Pope company, the receiver estimated might net $50,000. One, at Elyria, O., he explained, has already been sold for $35,000 cash, and the other, at Cleveland, was worth as much. From the aggregate sum of $70,000, he deducted the sum of $19,000, a claim for that sum being in litigation in the Ohio courts.

When the enumeration was completed Attorney Lindabury said: "These several valuations total about $1,250,000. Is it your opinion that $1,500,000 is a fair offer for the Pope company's assets?"

"Yes, sir," the witness answered.

Attorney Fisk, in the course of a long cross-examination, quizzed Receiver Pope about appraisals reported by the receivers at divers times, which were seemingly at variance with the valuations as stated by him on the stand. The witness explained that since the appraisals cited by Fisk were made, $379,000 had been taken out of the assets to pay a third dividend of 25 per cent. to creditors, while $80,000 had been paid in settlement of the Unzicker claim.

Fisk called the witness's attention to a statement in the published plan of the reorganization committee, to the effect that the committee expected to realize enough from the Pope plants, outside of the Hartford and Westfield plants, which the new company would operate, to pay off the $800,000 in notes which it was intended to issue, and asked him how he could reconcile such a statement with his present valuations.

To this the receiver answered that the committee's statement was made in May last, and that since then one property, that of the Columbia Steel Mills, had been sold for $180,000, and the proceeds used in the payment of dividends to creditors, while $250,000 had been taken from assets in the Maryland jurisdiction and used in the same way. The assets, aside from those in Hartford and Westfield, would now no longer suffice to meet the proposed issue of $800,000 of secured notes, and earnings would have to be used to eke out.

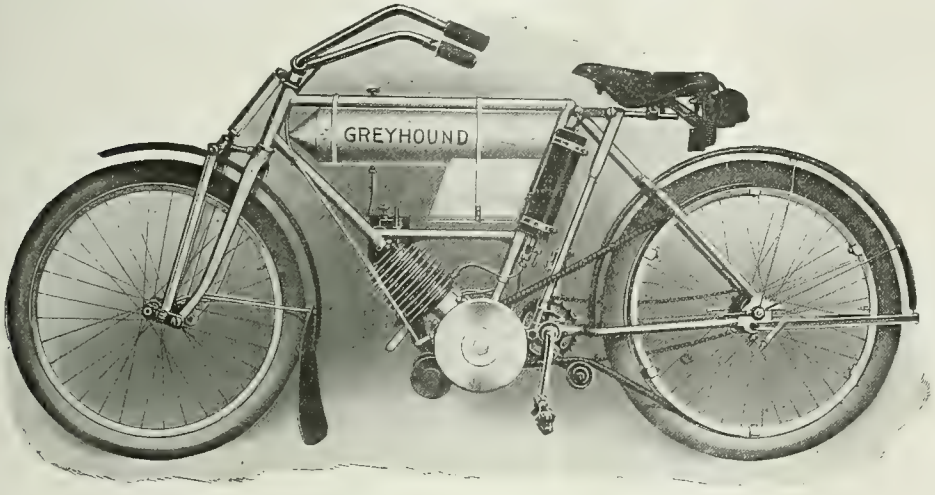
In his argument, Fisk pointed out that creditors of the Pope company were not interested, the only ones concerned being the stockholders, and he urged that it was the duty of the court to protect the interests of stockholders, whether great or small.

The creditors, however, took a hand in the hearing, and Percy S. Bryant, of Hartford, Conn., counsel for the creditors' committee, urged that the court give permission for immediate acceptance of the offer. "We want to get our money," he said. Although he was present, neither O'Connor nor any witness for his side was put on the stand.

NEW AUTO-BI MODEL FOR 1909

Several Radical Innovations, Including Shock Absorbing Device—Specifications of the Improved Features.

In the 1909 Auto-bi, which the Auto-bi Co., Buffalo, has styled the Greyhound, the most radical innovation is the shock absorber which forms an integral part of the frame. As the accompanying illustration shows, the device is not only novel but ingenious and simple.



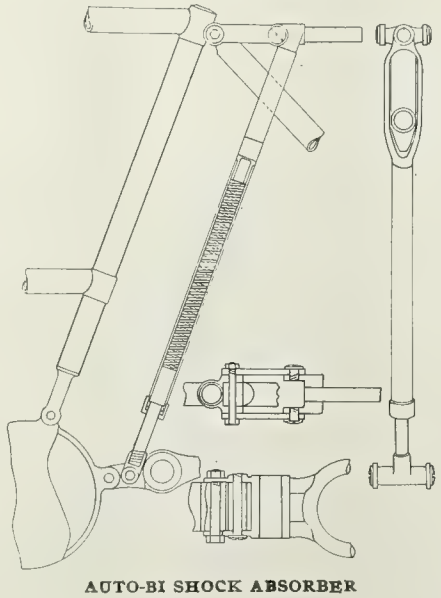
1909 AUTO-BI GREYHOUND

It comprises a supplementary and telescopic spring seat post tube which is hinged to the main frame at the top, another hinged connection between the motor, which forms a part of the lower diagonal of the Auto-bi frame, and the bottom bracket providing the rocking movement necessary to check the rebounds and to preserve the proportions or reach and to prevent variable belt tension under all conditions; the upper part of the spring seat post is split to permit the rear forks to be attached to the frame. The compression spring is long and substantial and affords room for a great range of movement. The design of the shock absorber is such that merely by tightening the several nuts and bolts a rigid frame may be obtained when desired. The Auto-bi people consider this shock absorber "the most distinct practical improvement ever made in the direction of adding comfort to motorcycling."

The Auto-bi trussed spring fork has undergone considerable improvement. The general design is unchanged but the truss rod is now not only hinged to the fork tips but centrally as well, that is to say, it is linked also to the fork crown at the elbow formed by the truss and the spring-contained cylinder which comprises the upper part of the fork. The construction of the spring-contained cylinder has been reversed, the plunger and recoil spring working in the lower end of the cylinder instead of in the upper end as heretofore. This form of construction is claimed to afford two inches of vertical frame movement for every inch of spring compression.

The commutator has been remodeled; it now employs but one platinum spring, instead of two, operated by the usual cam and roller; the commutator box carries a small lever which operates the exhaust valve lift.

The motor, now rated at full three horsepower, is of the distinctive Auto-bi outside flywheel, one-piece type with the crank case divided diagonally, making the lower half readily removable for examination of the "internals." It is as usual bolted into the lower frame, forming a part of the diagonal tube. It is regularly made with auxiliary exhaust ports. Lubrication by drip feed directly to the cylinder has been augmented by a supplementary feed pipe from the tank to the motor base. The Auto-bi carburetter is again daringly attached directly to the head of the motor, no inlet pipe being employed, indeed, the carburetter acts as a retaining ring for the inlet valve.



AUTO-BI SHOCK ABSORBER

The chain belt type of transmission is retained but it has been made heavier and more substantial. Grip control, dry cell ignition and six-quart gasolene tank fitted with a flusher tube are among the other specifications which have undergone no change. A stand constitutes a part of the regular equipment for the first time and unlike some other stands it is not connected to the rear axle but is attached to special lugs on the rear fork ends; this permits of the removal of the rear wheel without interference with the stand.

Round Trip Fares for Show Visitors.

On the application of the American Automobile Association, which will hold a series of meetings in New York during the two New York automobile shows, the Trunk Line Association has granted a round trip rate of a fare and three-fifths on all lines under its control. The Central and Western passenger associations also have concurred, which makes the rate available from all points east of Denver but not including the New England or the Southern States. To obtain the benefit of the reduced fare membership in the A. A. A., which costs $2 per year, will be necssary and all such members must be enrolled and in possession of membership cards before purchasing their railway tickets and certificates. In the case of the Madison Square Garden show, with which the motorcycle trade is directly concerned, the tickets and certificates will be on sale from January 16th, the opening date, to January 21st. The certificates entitling the holder to return passage will be validated up to and including the date of January 24th.

Knockout Axles for Motorcycles.

To their line of motorcycle head fittings, the Eclipse Machine Co., Elmira, N. Y., have added a front hub with knockout axle. This form of axle permits the front wheel to be removed without forcing the forks apart—not always an easy task with motorcycles—and without disturbing the bearings. By simply removing the nuts, the axle may be drawn sidewise out of the hub.

G & J Now Making Molded Tires.

In addition to their butt-end tube, the G & J Tire Co. have added a molded casing to their line of motorcycle tires. Being molded in circular form, the new casing is much more easily applied to the rim than is the flat type.

New Company at East Orange.

The Brick Church Automobile Co., East Orange, N. J., which has been incorporated under the laws of that State, includes the manufacture and repair of motorcycles in its stated objects. The company is capitalized at $100,000.

Pierce on Transcontinental Trip.

Percy P. Pierce, president of the Pierce Cycle Co., left on Saturday last for a business visit to the Pacific Coast. He will stop en route at several of the larger cycling centers.

DISTINCTIVENESS IN A MAGNETO

Wherein the Herz Instrument Departs from Conventional Design—Magnet and Pole Pieces Absent.

Of all the magnetos now available for motorcycle use, the Herz, produced in the Herz factory in Vienna, and imported by Herz & Co., New York, is by far the most distinctive. It does not follow conventional practice. The well-known "horseshoe" or U-shaped field magnets are absent, and a cylindrical, smooth, all-enclosed field system is used instead. This constitutes one of its principal features: the magnet system is in reality composed of several flat, steel rings clamped together, and with the polar space or armature "tunnel" cut in them. The surfaces of the rings are ground with extreme accuracy, and so, when clamped together, perfect magnetic contact is obtained. The next striking feature is that the usual independent pole pieces are entirely dispensed with. These pole pieces are the tunnel-shaped, soft iron extensions to which the field magnets are usually bolted. This method of construction entails joints, which means a break in the magnetic circuit, but in the Herz magneto this ideal is attained quite simply, the armature space being bored out of the rings. Furthermore, sharp angles on the magnet system cause leakage of "lines of force." In this particular instrument, the magnets, being circular, there is very little leakage. The net result is that a magnetic field of highest possible intensity is obtained across the polar space of a very light and compact magnet system as shown (Fig. 1). In fact, a piece of iron placed in the polar space is attracted and gripped with such force that, taking the size of the magnets into consideration, a very strong effort is required to pull it away.

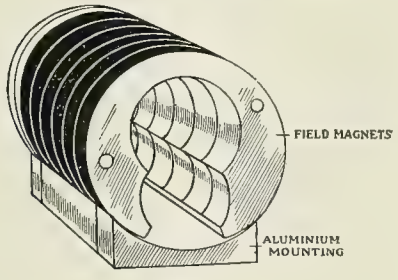


Fig. 1.

To utilize this "field" to the fullest extent the armature shown (Fig. 2), which is of conventional design, viz., shuttle-shaped, is turned and mounted to an accuracy such that it can be rotated within one-tenth of a millimeter of the pole with perfect freedom. The bearings are of the ball type, the balls being held in retainers or cages, which also serve to carry the vaseline for lubrication sufficing for many months' use. The ball cage is detachable from the outer ball race. The bearings are visible at the ends of the armature spindle. The windings of the armature consist of a primary and secondary coil, specially insulated from each other. The condenser is arranged in a very neat way, as shown, in a deep, circular recess or brass box at one end of the armature. The contact make-and-break device shown (Fig. 3) is of special interest. It is arranged as a complete detachable unit fitted to the armature shaft by means of a small keyway and feather, contact with one end of the primary winding of the armature being made by a small carbon brush fitted into the contact disk, and which presses up against a ring alongside the front ball race on the armature. The contact could hardly be simpler in construction, as practically there are but three parts: (1) a curved spring having a platinum contact at one end; (2) a small piece or block set slantwise, carrying an adjustable platinum contact; (3) a small, hard fiber roller, loosely centered on a pin. The roller is so set that if it is given a slight push at the edge, it must tend to move up the inclined plane formed by the steel piece just referred to, and in doing so it pushes against the end of the spring and separates the contacts. The contact maker turns round bodily with the armature, and, in rotating, the fiber roller strikes against two steel projections—almost like fixed cam surfaces—held in a case shown (Fig. 4), and thus the "break" occurs at the point of maximum induction twice per revolution, and the sparking current is induced in the secondary winding. The electrical circuit, it will be followed, is of the simplest possible; there are no exterior connections. For shutting off the spark when desired, a terminal is provided, as shown, on the contact-maker case. This makes a connection by means of a spring, which presses on the head of a steel screw in connection with the insulated end of the primary winding, which can be short-circuited at will. The contact maker case is capable of about 30 degrees of angular movement for advancing and retarding the spark. A small projecting arm is provided on the case for the purpose of attaching the advance lever.

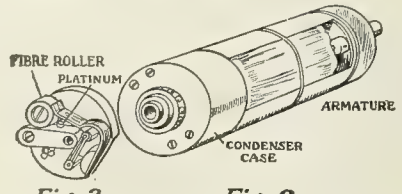


Fig. 3. *Fig. 2.*

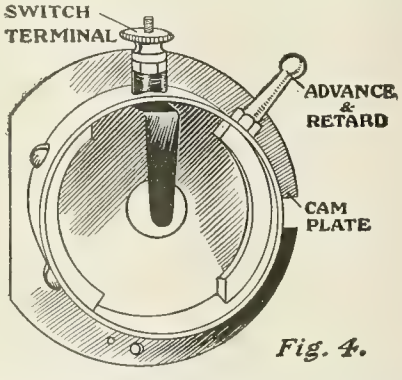


Fig. 4.

The high-tension end of the armature has mounted upon it a deeply recessed V insulating collar with a metallic sector within it at the right hand end of armature, but not visible in sketch. Upon this sector press small carbon brushes for drawing off the high tension current. The machine illustrated is a two cylinder pattern, and there are visible (Fig. 5), two high tension terminals set at 90 degrees. In the four-cylinder pattern a high tension distributor is combined. To obtain the two sparks, the high tension contact piece or segment, referred to previously as fitted in the insulating collar, does not go quite half way round, and thus makes alternate contact with the two carbon brushes set at 90 degrees, sending a spark to the respective cylinders. The safety gap spark is obtained between the high voltage sector and the armature. If the spark produced exceeds ⅜ inch it jumps across the insulating collar to the armature. The casing of the machine is aluminum, forming a perfectly dust-tight, smooth and well-finished covering. An idea of the efficiency and simplicity of the machine may be formed from the fact that it was taken to pieces for making illustrations of the various parts, and then put togehter again with a screw driver only—improvised from the blade of a penknife. A piece of wire was fixed on the high tension terminals and adjusted to 5-16 inch from the casing. Twisting the armature around with the fingers sufficed to make the machine spark vigorously. The single cylinder magneto weighs but 4½ pounds and is remarkably compact. Every part is made on the interchangeable system, and kept in stock in New York.

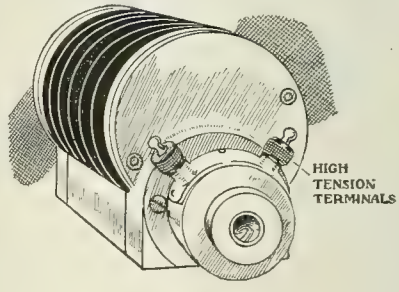


Fig. 5.

Emergency Repair Pedal for Motorcycles.

The Henry T. Adams Co., Chicago, are marketing an emergency repair pedal specially designed for motorcycle use, and which may be carried in the tool bag. The "pedal" really is merely a pedal pin or spandle, but larger and heavier than usual; it has a corrugated center and is threaded on both ends. Its object is to provide a foot rest in the event of pedal breakage.

MORRIS & GRINBERG BACK DOWN

Compromise Forestalls Retrial of Suit Against Police Department—Bill for Antique Bicycles Cut in Two.

As every one familiar with the men, their ways, and their career, expected would be the case, Morris & Grinberg, operating as the Manhattan Storage Co., emulated Davy Crockett's coon as the time approached for the retrial of their more or less notorious suit against the City of New York for the alleged value of the 75 antiquated Eagle bicycles which they supplied early last year for the use of the Police Department.

The notorious firm, which under numerous aliases, and after many years of brazen advertising and suspicious sales, several months ago ceased to trouble the cycle trade, had sued for $2,362.50 with interest. When, like the coon. it came down, it accepted $1,400 in full settlement, out of which sum it must pay the costs of court and its lawyers and only Morris & Grinberg know who else.

Their effort to "pluck" the city government was thwarted chiefly by the Bicycling World. It was in February, 1907, that the Police Department received and opened bids for bicycles and accepted the tender of Morris & Grinberg of 75 Eagle bicycles at $31.50 each. It was not until after the machines had been delivered and the complaints of the policemen who were using them commenced to be heard that the details of the award were learned. Although the Eagle Bicycle Mfg. Co. formally wound up its affairs in 1905 and had made no bicycles for several years previous thereto, it was discovered that the police Eagles had been guaranteed as up to date machines and the equals of the $50 Columbia which had been exhibited as the sample. Investigations proved them to be of an antiquated pattern which had gone out of use eight or ten years before. They really were a job lot of left-overs which Morris & Grinberg, under another name, were offering at $21 to all comers. The Bicycling World promptly turned on the light and the city comptroller refused to pay for the antiques. Morris & Grinberg did not lack friends in the Police Department, and the comptroller's refusal to pay for the bicycles increased the friction between the two departments of the municipal government. Finally the firm entered suit for the alleged value of the goods, $2,362.50, and after a jury had been drawn and a portion of the evidence heard, a mistrial was declared on the motion of the plaintiffs' attorney; one of their police witnesses failed to bear out certain of the allegations made in their complaint. They paid $50 for leave to amend the complaint, but as they then knew that the corporation counsel was well fortified not only with evidence, but with an affidavit bearing on Morris's career in Pennsylvania, it freely was predicted that the case never would come to trial. These predictions proved true, Morris & Grinberg having, as stated, just accepted $1,400 in full settlement, an average of $18.65 per bicycle, which was about their real value.

Although Grinberg is the backer of a New York concern that handles bicycles, amongst other things, the firm several months ago quit the bicycle business. It still sells automobiles on about the same basis as formerly it sold bicycles, but, according to reports, its way has not been so profusely rose strewn. Morris himself is said to have backed a chain of seven or eight misfit clothing establishments, and also to have dabbled quite extensively in a rain proof clothing company, in both of which ventures he is reported to have burned his fingers clear up to the knuckles.

Tragic Death of George A. Burnham.

George A. Burnham, of Detroit, general factory manager for Morgan & Wright, was instantly killed at noon on Saturday last, 14th inst., while duck hunting on Baltimore Bay, near Algonac, Mich.

Standing in a skiff, after firing one barrel at a duck, Mr. Burnham held the gun by the muzzle as he shoved it backward. Instead of laying the shotgun in the bottom of the boat, as he intended, he thrust it over the side. The trigger caught and the second barrel was exploded. The entire charge lodged in the back of his head.

Although Mr. Burnham had been accompanied to the bay by three other officials of the Morgan & Wright factory, none of them was within hailing distance when the accident occurred.

Mr. Burnham, who was a native of Maine, was 34 years of age and had been connected with the Morgan & Wright establishment since 1893. He soon proved his intelligence and worth and advanced rapidly, first to the superintendency of the big plant and later to the general management of the manufacturing end of the business. He "knew tires" from the "ground up." Mr. Burnham was one of the most cheerful and companionable of the happy family of M. & W. officials which each noon seats itself at the big table in the well appointed lunch room on the top floor of the factory, and his death creates a sorrowful void in the circle. Mr. Burnham leaves a wife and three children.

Carborundum for Valve Grinding.

"I have found Carborundum an excellent material for grinding valves and think it is superior to emery for the purpose," writes J. J. O'Connor, the Hartford (Conn.) lightning rod. "I used it the last time I ground a valve, and was surprised at the ease with which it polished the seats of the valve to a mirror finish; it did not score them in any way, as emery is so apt to do. It cuts quickly and does not require as much effort to remove the scale and pitmarks as do other abrasives."

"SEES THINGS" IN THE KNIGHT

American Automobile Engine Taken up Abroad Excites a Motorcycle Editor—Prospects not Apt to be Fulfilled.

Because an English automobile manufacturer has purchased the rights to its use in Great Britain, a considerable flutter is being made over the Knight so-called valveless engine, a Chicago invention, which created little more than passing comment in this country. The fact that a Belgian maker of motors—bicycle motors, amongst them—also has acquired the Knight rights in his country has caused a Coventry motorcycle publication to share the excitement and to "spread itself" at great length; it fancies that a Knight motorcycle engine is in prospect and devotes several pages to the subject.

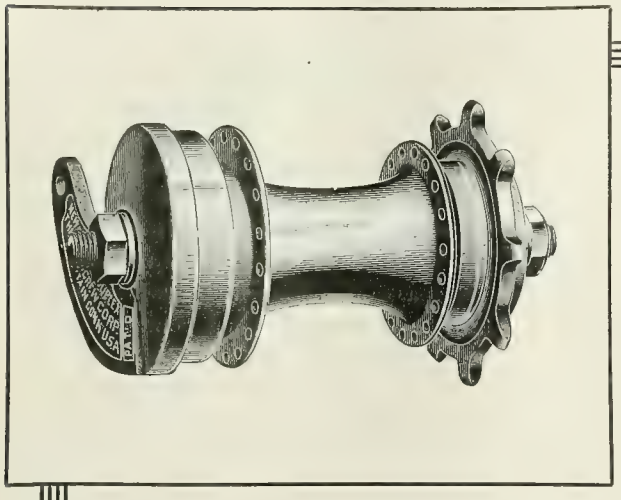
It seems scarcely likely, however, that if one is produced it will exert any more influence on the motorcycle industry than it exerted on the American automobile trade. Knight cars were on the market here for three years and although fairly well advertised and though entered in a number of competitions less than 60 of them were sold and they left no mark of superiority, despite large claims for flexibility, etc. However applicable to large water-cooled motors the Knight idea seems practically impossible for air-cooled engines. While it eliminates the present types of poppet valve it reduces complication little if at all. The Knight engine may be said to comprise three cylinders, one fitting inside of the other, and each being provided with valve ports. The two inner cylinders are comparatively thin and are termed sleeves. They are worked up and down by lifters, the movements covering and uncovering respectively the intake and exhausts ports in the cylinder proper, which forms the jacket, so to speak.

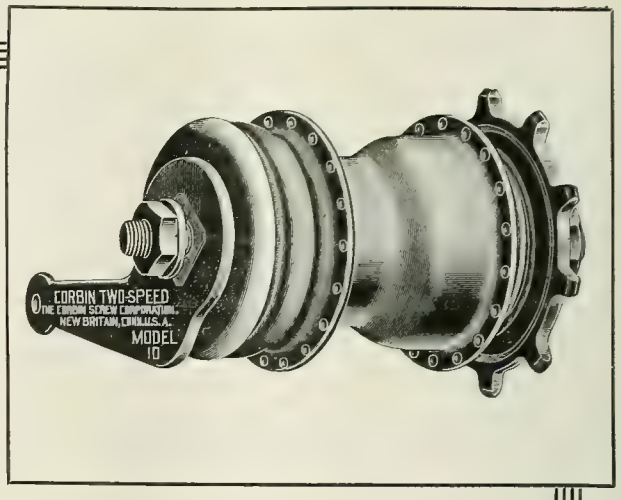
Bigger Belts Come from Abroad.

The N. S. U. Motor Co., New York, have received the first shipment of 1⅛-inch Shamrock-Gloria belts ever brought to this country. They are ⅛ inch larger than the standard belts and are said to afford a wonderful pull. It was a belt of this sort and size which was used in the recent 70 miles per hour performance on the Brooklands motordrome in England.

Making Spark Plug Easily Removable.

A small slot, large enough to fit a screw driver, cut in the end of the spark plug will facilitate its removal and replacement after it has been started with a wrench. As the removal of a hot plug from an even hotter engine usually is conducive to burned fingers or scorched gloves, this method will be found not only more congenial but quicker.





THAT LARGE AND
OFT-REPEATED TRUTH,

"There is no surer way of making friends than by 'making good'"

well serves to account for
the enviable position of the

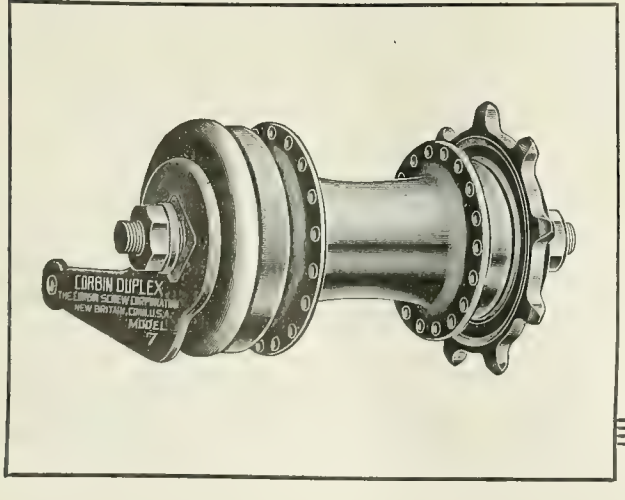
Corbin Coaster Brake.

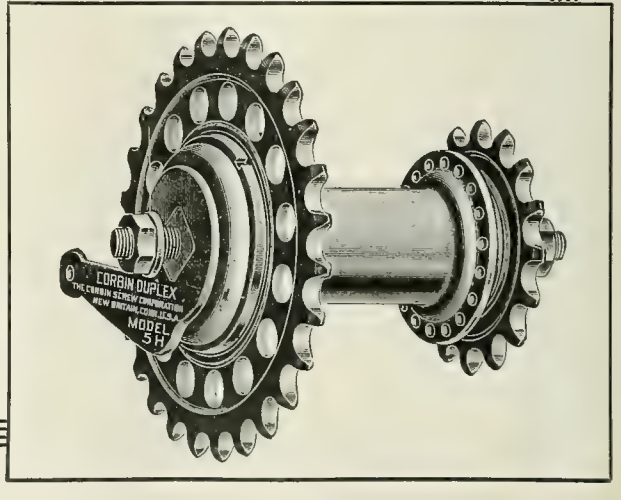
It always has made good.

CORBIN SCREW CORPORATION

NEW BRITAIN, CONN., U. S. A.

LICENSED COASTER BRAKE MANUFACTURERS.





THE BICYCLING WORLD and MOTORCYCLE REVIEW
FOUNDED 1877

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☞Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, NOVEMBER 21, 1908.

Price Cutting and Its Effects.

It is not wholly a state secret that in reaching out for business, not all of the motorcycle manufacturers and dealers have been as circumspect as thoughtful self-interest should have dictated. Some manufacturers have been so anxious to effect sales that apparently they have thrown caution to the winds and without regard for the future. As a result, while the geese that lay the golden eggs have not been killed they have been badly crippled in a number of places.

In one of the best motorcycle centers in the East, none of the dealers have cleared a living profit and wholly because one of their number who has disposed of nearly 100 machines has sold them practically for what they cost him. The fact was so widely known that if ever he sought to obtain the catalogued price he was laughed at. The list price became a standing joke and his wiser competitors who refused to adopt his tactics and do business at a loss "helped him along" by urging prospective customers who would not pay their prices to seek out their price-cutting rival and offer him ridiculous prices which in a number of instances were accepted and thus served to drive his standard and income still lower. The news has spread fast and the ill effects are apparent in other places. No agent handling the machine in question is able to obtain the list prices and to do business at a profit.

In another case, a territorial agent of doubtful character and representing another machine of prominence has resorted to exactly similar practices. His territory is large, and from the motorcycle standpoint, unusually fertile. His "sales at any price" policy practically has brought all other agents handling the goods to a standstill and has generated so much discontent and friction that a number of them have renounced its representation, amongst them being another large and in every way reputable and desirable agent who handles a large slice of adjacent territory. He has other considerable interests and is making ready to return to them. The price-cutter practically has driven him out of the motorcycle business and the manufacturer involved will not find it easy to replace him and to make peace with a large number of other disgruntled agents in the district affected.

In both of the instances cited, the manufacturers apparently have winked at the offenses. They were so anxious to obtain "good openings" that they seem not to have considered the general and widespread bad effects of such a policy. Their fences are in such bad repair that the mending will be extremely difficult. Such progress as they have made has been made at the expense of the future. They have been thrown on the defensive and when it is necessary for sales managers or traveling salesmen to strew their way with excuses and explanations their going becomes hard indeed. Nothing is easier than to batter down a price. Nothing is so difficult as to restore it and with it full confidence.

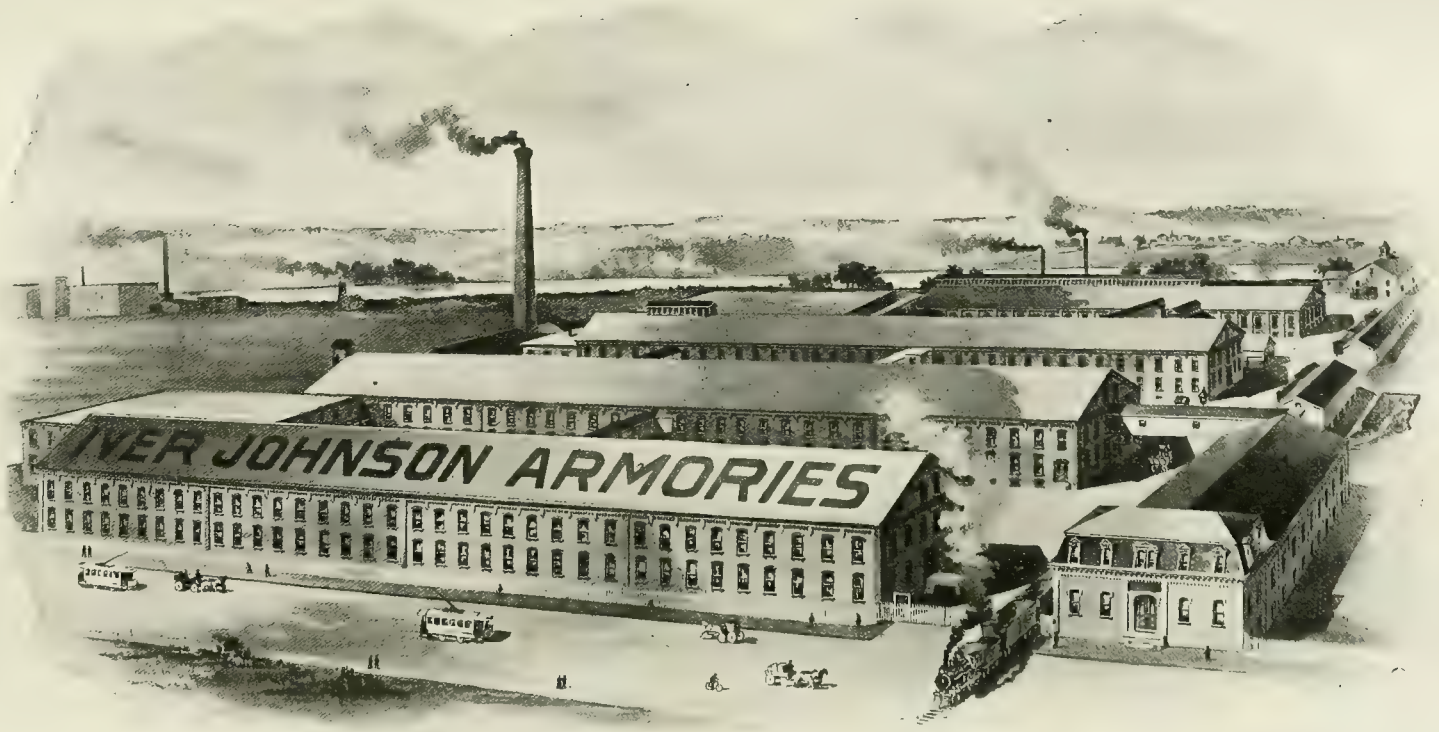
At this stage of the industry when the dealer of necessity must devote so much time to "taking care" of customers he must earn a generous profit or sooner or later be forced out of the business. The time is not yet when he can sell motorcycles merely "for the sake of the profit on repairs." The manufacturer who is intent on building up a permanent business, which means a corps of loyal agents, must make maintenance of list prices one of the strongest points in his platform. If his list price is fictitious he should reduce it. It will serve small purpose to emulate the ostrich.

How easy it is to discover what policies are being pursued recently was well illustrated by a man in the trade at whose instance a half-grown $6 per week boy residing in a suburban town on the outskirts of a large city wrote to all motorcycle manufacturers for copies of their respective catalogues. He promptly received them, of course, and with no less than nine of them came letters from the manufacturers offering to appoint the boy their agent and to sell him machines at the agents' price. Absolutely no inquiry as to his age, position, character or responsibility was made. These letters now are in the possession of the tradesmen referred to and that they constitute exhibits that he can turn to his own advantage, should he be so disposed, is not to be gainsaid.

While a few accept it in a proper spirit, some of the motorcyclists who organize or participate in "informal" but law breaking contests, appear very susceptible to criticism. It may be well for them to bear in mind, however, that in addition to themselves there are quite a few thousands of motorcyclists who are entitled to consideration and who have no desire to be subjected to the fees, tags, heavy fines and imprisonment which now are dealt out to automobilists, which restrictions and punishments are hastened every time a more generous law is shamelessly mocked. The many will not suffer for the faults of the few if anything the Bicycling World may say will serve to prevent it. There is some excuse for the man who on the spur of the moment joins in a brush. There is none at all for the man who with premeditation and in cold blood and without regard for God, man or devil, laughs at the law.

If any one intimately connected with the industry cherishes the fancy that the collapse of the late unlamented boom or craze served to diminish the immensity of the trade, the idea will be rudely dispelled by a glance at the "representative mailing lists" offered for sale by a New York concern which makes a specialty of that sort of thing, and which apparently makes frequent incursions into spiritland. Among very many others, the concern in question offers to sell to the guileless, the names of no less than 248 bicycle and motorcycle manufacturers, 76 bicycle lamp manufacturers, 45 bicycle saddle manufacturers, and 17 toe clip manufacturers.

THE PLANTS WHEREIN THE AMERICAN BICYCLE AND ITS COMPONENTS ARE PRODUCED



I.—IVER JOHNSON'S ARMS & CYCLE WORKS AT FITCHBURG, MASS.

BOSTON'S GREATEST SIX DAY RACE

Ten Teams Tied at Start of Last Day—Two Teams Out Through Mishaps—Last Year's Record Slashed.

Boston, Mass., Saturday (By telegraph)—Despite desperate efforts on the parts of several of the teams to break the tie, no laps were gained last night, and at the end of 50 hours' riding, which closed at 1 o'clock this morning, the riders had covered 1,041 miles 8 laps, or 85 miles more than the record for the corresponding time last year. The standing of the teams is as follows:

	Miles.	Laps.
A. J. Clarke-Joe Fogler.....	1,041	8
E. F. Root-Elmer Collins	1,041	8
F. A. McFarland-J. F. Moran..	1,041	8
Iver Lawson-N. M. Anderson.	1,041	8
W. De Mara-C. L. Hollister...	1,041	8
W. Bardgett-Fred Hill	1,041	8
P. Logan-W. L. Mitten	1,041	8
Floyd Krebs-E. Rupprecht....	1,041	8
S. Williams-C. Vanoni	1,041	8
D. Mackay-P. Drobach	1,041	8
J. Halligan-T. Devonovitch...	1,041	7

Such a condition of affairs on the last day of a six days race is almost unprecedented and unless the tie is broken during the riding to-day the finish to-night will likely prove the greatest in the annals of six days racing. The riding will be resumed at 12.30 p. m. to-day and will continue until 10.30 to-night, when the representatives of the teams that are tied will be left on the track to fight for final positions in a mile sprint.

With such a good field of sprinters remaining for the finish it is difficult to hazard a guess as to the winner. The men for the last sprint have not been decided yet, but if the tie remains unbroken throughout the day the final mile probably will have in it as contenders A. J. Clarke, E. F. Root, Floyd A. McFarland, Iver Lawson, Walter De Mara, Walter A. Bardgett, W. L. Mitten, Floyd Krebs, Charles Vanoni and Dave Mackay.

First Day—Monday.

As a rule bicycle riders do not differ greatly from other mortals. They dress like other people of their respective spheres, eat the same kind of food, and share the same superstitions. For that reason there was some apprehension at the start of the Boston six day race on Monday afternoon last, 16th inst. Since the year 35 A. D., it has been a popular fallacy that "13" is an unlucky number; with the enlightenment of advancing civilization this fallacy has become magnified to such an extent that any combination of the number "13" is supposed by some to be the overture to some streak of hard luck. Which explains why some of the bicycle riders got nervous when they discovered that 13 teams were to start in the race. The teams that started were:

Boston team, Elmer J. Collins and E. F. Root; Irish-American team, James F. Moran and Floyd A. McFarland; Danish-Swedish team, Norman M. Anderson and Iver Lawson; New York team, John and Menus Bedell; Mormon team, Walter De-Mara and Cyrus L. Hollister; Irish team, Pat Logan and Worthington L. Mitten; German team, Floyd Krebs and Edward Rupprecht; Canadian-Russian team, Joe T. Halligan and Theodore Devonovitch; Old England team, Walter A. Bardgett and Fred Hill; German-Australian team, Joe Fogler and A. J. Clarke; Australian team, W. "Pedaler" Palmer and Gordon Walker; Anglo-Italian team, Saxon Williams and Charles Vanoni; Eastern team, Dave Mackay and Peter Drobach.

The hoodoo number brought expected disaster the very first night when John Bedell—unlucky John!—became mixed in a spill with N. M. Anderson, and went down and out with a broken collar bone. There are none that can help feeling sorry for John Bedell. With the possible exception of Iver Lawson, he has had more genuine hard luck this season than any other rider in America.

Although the first day brought disaster to one of the most popular riders in the race and eliminated one of the best teams, it resulted in all records for a ten hours a day grind being broken. In the first hour 24 miles 2 laps were rolled as against 22 miles 5 laps last year, and the mileage at the end of 10 hours totaled 222 miles 3 laps, exactly 29 miles better than the corresponding mileage last year.

As was expected the first few hours did not produce any spasmodic sprinting, the riders contenting themselves with grinding out a steady clip. In the third hour, however, the men began to warm to their work, and shortly after 3 o'clock Fogler and Moran amused the afternoon crowd by stringing the field out Indian file by a succession of fast sprints. It was stopped when Devonovitch had to retire with a broken saddle.

The first spill occurred a few minutes before 5 o'clock when big Fogler, of Brooklyn, started to racehorse the bunch. The field was strung out when a tire popped and a crash was heard on the backstretch. When the field passed it was seen that Drobach, Williams and Devonovitch had fallen. The Russian was unconscious and had to be carried to his training quarters. Fred Hill led at 100 miles, covered in the fast time of 4 hours 16 minutes.

Shortly after the mixup Hugh MacLean, the champion pace follower of America, rode an exhibition two miles in 3:38⅕. He was paced by Charles Turville.

The big spill which dashed the hopes of the plucky Bedell brothers occurred at 7:15 p. m. Vanoni was about to relieve Williams, when the field, seeing the attempt to change, started a sprint. John Bedell and Anderson whirled into the homestretch neck and neck and collided on the stretch. Their fall was a fearful one and pandemonium reigned for a few minutes. Both men were picked from in front of the grandstand unconscious, and carried to their quarters. Anderson soon regained consciousness and was found to be not bodly hurt, but "Poor John" was out of it with a broken collar bone, and Menus, having no partner, was compelled to retire.

During the evening Hugh MacLean rode another exhibition, covering two miles in 3:39⅗. Jacob Derosier also figured in the side show features in the evening, riding a mile on his motorcycle in 1:30.

After the unfortunate elimination of the Bedells there was not much of interest until the final mile, and, strange to relate, most of the stake horses kept out of it. As there is an extra prize for the final mile each night, the riders usually eagerly grasp every opportunity to corral a little extra change. Fogler won Monday night's final mile by several lengths from Hollister, with Bardgett third and Walker fourth. The mileage at the end of the first 10 hours' riding was 3 laps over 222 miles, all the teams being on even terms. The mileage by hours was 24.2, 47.5, 70.8, 94.1, 112.5, 136, 158.7, 181.6, 201.6 and 222.6.

Second Day—Tuesday.

There was no change in the standing of the teams on Tuesday, but when the riding for the day ended at 10.30 p. m., the mileage for the corresponding length of time last year had been eclipsed by 59½ miles. During the 10 hours of riding the teams covered 220 miles 3 laps, a trifle less than two miles behind the mileage Monday. The total distance covered was 442 miles 5 laps.

As the result of the mixups on Monday Williams was in a bad way with his right wrist sprained; Drobach had both wrists bandaged; Devonovitch carried several plasters on his legs, where they were cut and bruised; Vanoni suffered from a bad ankle, and Anderson also was in bad shape. Williams appeared to be at the greatest disadvantage, for whenever he was on the track and a sprint started he seemed to have difficulty in keeping up with the bunch. He fought hard, however, against being lapped, and Vanoni, although incapacitated somewhat, did his share of riding. Halligan had to do the lion's share of riding for his team, as Devonovitch was in danger several times.

The side show features were exhibition rides by Derosier on a motorcycle, and Hugh MacLean behind pace. In the afternoon Derosier covered a mile in 1:28, and at night turned the 10 laps in 1:23⅘. In the afternoon MacLean rolled off two miles in 3:40, but his time for the same distance in the evening was 3:32⅖.

It was on the last mile that the only accident of consequence during the day occurred. On the last lap, while the sprinting was as hard as it could be, the front forks of Walker's Australian bicycle snapped and he took a terrible fall. He was picked up and carried off the track, his face a mass of blood and his hands and arms badly cut. Dr. George Howland attended Walker and finding his pulse and respiration low, decided that he needed good care, and had him

sent to the City Hospital, where he was soon fixed up.

Root plainly was out for the money in the last mile, but he lost it by the wonderful sprint made by A. J. "Rocket" Clarke. When the gun was fired for the beginning of the last 10 laps the men upon the track were Clarke, Moran, Root, Bardgett, Hollister, Mitten, Vanoni, Lawson, Krebs, Walker, Drobach and Devonovitch.

"Svengali-in-disguise" as the Bostonians have dubbed the bewhiskered Russian, started to set the pace. Devonovitch made good going for six laps with Vanoni second, De Mara third, Bardgett fourth, Clarke fifth and Root sixth. It was evident that Bardgett was in to pull Clarke and Moran to perform the donkey work for Root, as Bardgett went around the bunch with Clarke in tow, and Moran pulled Root around.

The duel between Root and Clarke started at one and one-half laps to go, when the blond Bostonian started for home. At the bell a stocky little figure in red shot around Bardgett and set after Root. It was "Rocket" Clarke and the way he sprinted was a revelation to the Boston "fans." On the backstretch Clarke had got up to Root's pedal, with the latter riding his head off. At the turn into the homestretch Clarke and Root were even, when the Australian uncorked a little jump and won by a foot. Bardgett was third and Lawson fourth. The mileage by hours during the day was as follows: 245.7, 268.7, 3.15, 332.7, 353.7 377.7, 399.6, 422.8 and 442.5.

Third Day—Wednesday.

Probably never in the history of six days racing of any kind has a contestant been put out of the running for exactly the same reason as was Gordon Walker, the Australian, on Wednesday, the third day Walker's elimination was brought about by circumstances most unusual and unique. So far as being free from broken bones and the like is concerned, Walker was physically in fairly good shape despite his terrible fall the day before. He was able to ride his bicycle, but only for a short time, however. The cuts in his mouth prevented him from taking anything but the lightest kind of nourishment, and for that reason hunger forced him to retire. A man cannot ride a six days race without being able to eat at least eight or ten times a day, and solid food at that.

With the withdrawal of the Australian team there remained but 11 combinations in the race, and early in the day they started to make things lively. Instead of starting at 12.30 o'clock on Wednesday and ending at 10.30 p. m., the day's riding did not begin until 3 p. m. and finished at 1 a. m., in order to give Boston's late workers an opportunity to see the riders in action.

There was plenty of sprinting between 3 and 4 o'clock, Fogler, Clarke, Halligan and Bardgett leading the wild spurts. In the first hour 23½ miles were covered. The going was somewhat steadier in the second hour, and at the end of it Hugh MacLean rode a two miles motor paced exhibition in 3:30.

Lawson, Vanoni and Collins made lively riding in the third hour and at 5:38 p. m. the 500 miles mark was passed, Root leading at the time. There was not much of interest during the supper hours; in fact, not until nearly 9 o'clock in the evening, when Devonovitch conceived the idea of "stirring up the animals." Lap after lap the Russian reeled off at a hard, steady clip and when he got tired Halligan came on and set the same sort of pace. Clarke made two or three spurts, but they were not serious attempts at lap-stealing, while Vanoni and Saxon Williams uncorked one or two tantalizers.

The greatest riding of the week up to this time occurred a half hour after midnight, and after 20 minutes of the wildest kind of sprinting the Devonovitch-Halligan team lost two laps. The sprint was really a succession of individual sprints in an effort to tire out the field and that more teams did not lose ground is evidence that the Boston riders are in splendid shape. Time and again Moran, McFarland, Fogler, Root, Clarke, Collins, Bardgett and Hill would jump, and the short jabs of speed showed plainly that the field was in a mood for trouble, and all that was necessary to break up the tie was for some bad feeling to develop. The trouble did not start Wednesday night and the finish sprint resulted in a victory for Clarke, with DeMara second, Krebs third and Collins fourth. The score at the ending of 30 hours was 662 miles 2 laps for all the teams but Devonovitch-Halligan, two laps behind—89 miles 5 laps ahead of last year's record.

During the evening Hugh MacLean rode two miles behind pace in 3:22⅖, and Jacob Derosier turned ten laps in the fast time of 1:21⅘. The crowd Wednesday night was the largest so far in attendance, more than 5,000 persons being in the building.

Fourth Day—Thursday.

A most "wonderful" lap steal by Devonovitch and Halligan was the feature of Thursday's riding, for not only did the Russian and his New Jersey partner gain one of the laps they lost Wednesday, but they lost it again almost as soon as made; later in the day they gained a lap, which placed them only one lap behind the field, where they doubtless will remain unless they lose several laps before the finish on Saturday night.

The riders were feeling good-natured Thursday evening so when Devonovitch suddenly decided to gain one of the laps his team had lost, he had practically no opposition. The Russian made a big gain and Halligan relieved and made good and clinched the lap.

Just as Halligan had made the lap secure Walter Bardgett took it into his head to place himself a lap ahead of the big field and the wild sprint that resulted caused Halligan and Devonovitch to lose the lap they had gained. Later when the Russian decided to make another lap-stealing attempt the big riders good naturedly let him go. Devonovitch and Halligan immediately sprang into popular favor as the burlesque feature of the race.

At half past nine Root gave the field a scare and when he stopped sprinting Moran took it up. When Moran jumped De Mara was on his wheel and after opening a gap of 30 yards, the Chelsean swung up to allow De Mara to set his share of the pace. The Westerner refused, however, and the field once again settled down.

There were few falls during the day, the most sensational coming late in the evening. The field was moving at a steady clip when there was a crash in front of the grandstand and De Mara and Drobach landed on the flat. Hill tried to escape the mixup, but crashed into it and turned a complete somersault. His wheel was wrecked, but fortunately all three men escaped with little more than scratches and bruises.

Moran sprang a surprise on the sprinters by winning the final mile after a hard ride against Bardgett, Mitten and Root. He beat Bardgett by a half length, with Mitten third and Root fourth. Fogler finished a good fifth. The night's riding ended with all the teams except Devonovitch and Halligan tied with 888 miles 2 laps. The Russian and his partner were one lap behind.

The hard plugging all day resulted in the record for the same time last year being broken by 102 miles 2 laps, the score by hours during the day being: 685 miles 5 laps, 708.1, 730.1, 751.0, 773.7, 795,5, 817.9, 843.1, 865.8 and 888.2.

F. A. M. Eastern District to Organize.

Vice-President Buffington, as ex-officio chairman of the F. A. M. Eastern District, has issued a call for a meeting of the district members in New York City, Saturday evening, December 5th; it will be held in Turn Hall, 305 West Firty-fourth street. The district then will be formally organized as required by the national constitution and by-laws. A secretary and a treasurer will be chosen and rules and regulations for the district be adopted, the compiliation of the latter having been entrusted to a committee comprising Roland Douglas, chairman, R. G. Betts and R. H. Nickerson, of New York. The chairman of the New York arrangements committee is H. A. Gleisman.

Robie Nominated to Succeed Ball.

To fill the vacancy caused by the resignation of John R. Ball, who has removed from the District, Fred C. Robie, of Chicago, formally has been recommended for the vice-presidency of the F. A. M. Western District. There is no doubt that President Ovington will act on the recommendation and appoint Robie to fill the unexpired term.

How the Hour Record Has Grown from 13 to 61 Miles

More than 38 years ago J. T. Johnson, mounted on a high bicycle, rode 13 miles 600 yards in one hour, at Aston Cross, Birmingham. It then was considered a wonderful feat of speed and endurance. A little more than two months ago Arthur E. Wills rode 61 miles 905 yards in one hour. It also was a wonderful feat. In 38 years the hour record has been increased at the rate of considerably more than one mile per year. If it continues to grow at the same rate the hour record in 1940 will be more than 100 miles. Which may cause one to ask: "Is there a limit to speed?"

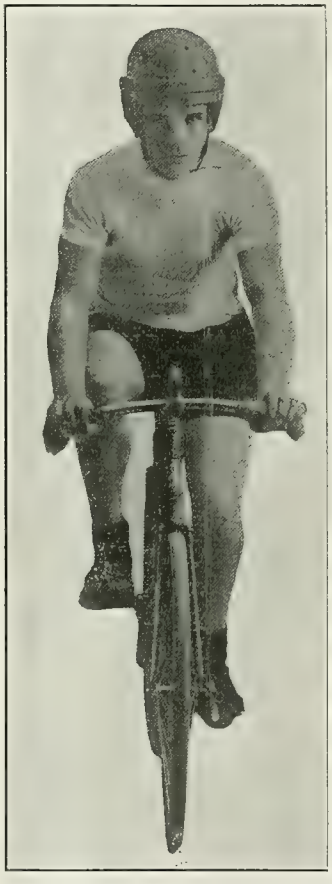
So far as is known Johnson's ride on May 20th, 1870, when he covered 13 miles 600 yards in 60 minutes was the first attempt to create an hour record. A brief resume of the succeeding atempts is interesting.

It was within two days of eight years later that hour record riding became fashionable, and in 1878 A. A. Weir, at Cambridge, England, boosted Johnson's figures to 17 miles 1,290 yards. Two or three weeks after, Jack Keene added 130 yards to the record.

The first attempt to cover 20 miles in the hour was made by H. L. Curtis, at Surbiton, on September 22, 1880. Curtis put up a magnificent ride, but fell short of the mark, covering in the 60 minutes of riding 19 miles 1,420 yards. Two years later, however, he was successful, and thereafter by yards, the record began to approach the 21 miles mark, W. A. Rowe having covered 20 miles 1,012 yards at Springfield, Mass., October 19th, 1885. These records were all made on high bicycles. George Gatehouse was the first man to ride a tricycle 20 miles in an hour, this being accomplished in 1886. During this same year, when W. A. Rowe, on a high bicycle, made his meorable ride of 22 miles 150 yards, at Springfield, Mass., the record came to America. This feat seemed so wonderful that it was doubted in England for a long time. The first tandem tricycle record was made by Allard and Oxborrow at Coventry, England, October 17, 1887. They covered 20 miles 715 yards, and, so far as can be ascertained, this still is a record.

With the introduction of the safety bicycle a new epoch in record-breaking began, although the first attempt did not reduce the figures made by Rowe in America. The first authentic safety record was made by A. P. Englehart at Coventry, England, and stood at 20 miles 474 yards. From the foregoing it will be seen that until 1888 all the hour records had been made and broken in America and England. To an American, S. G. Whittaker, is ascribed the honor of making the first hour record on that part of Europe designated as the continent. Whittaker was on a visit to France, and at Bordeaux, August 15, 1888, he covered 21 miles 126 yards on a safety bicycle, solid tire records then being still in vogue.

Then came the pneumatic tire, which created such a revolution in bicycle sport and in the industry, and to R. J. Mecredy, of Dublin, Ireland, fell the honor of the first hour record on pneumatic tires. On July 29, 1890, Mecredy rode 21 miles 88 yards, but the figures did not stand long as R. A. Lloyd added 300 yards to them, and later in the same year Harry Parsons rode 22 miles 620 yards.



ARTHUR E. WILLS, THE MAN OF THE HOUR

Parson's record remained on the books until the following year, when R. L. Ede and F. J. Osmond, successively bettered Parsons's performance by doing 23 miles 1,260 yards in the 60 minutes. Henri Fournier was the first rider to cover 24 miles in the hour; it was done at the Buffalo track, Paris, August 13, 1892. America then again began to figure in the running, and at Springfield, Mass., September 14, 1893, L. S. Meintjes, a visiting South African crack, was described as a hurricane when he crowded 26 miles 107 yards into 60 minutes of riding. The same was said about Fred Titus a year later when he raised the figures to 26 miles 1,489 yards.

The next few years resulted in a general battering of the record by the fast men of Europe, Great Britain and America. Bouhours, Lesna, Jimmy Michael, Chase, Tom Linton, Stocks, Huret, Ed. Taylor and Harry Elkes all figured in the battering. Tom Linton, of Wales, was the first rider to cover 30 miles in the hour, this remarkable feat being accomplished at the velodrome of the Seine, Paris, on May 19, 1896. Two years later Ed. Taylor, at Philadelphia, covered 33 miles 1,026, but that record did not remain on the books for more than a month, Harry Elkes adding more than a mile to it.

Eight years ago last month Will C. Stinson rode 40 miles 327 yards behind motor pace at Brockton, and his name was inscribed in history as the first man to cover 40 miles in the hour. With the perfection of motor pace the record began to soar rapidly and Ben Munroe got very near the 50 miles mark at Boston in 1903, when he covered 49 miles 210 yards. The same year Thaddeus Robl raised the mark to more than 50 miles, and in 1903, Harry Caldwell rode 50 miles 3 yards at Charles River Park, Boston, which still stands as the American record.

From 1905 until the present time the record mounted from 54 miles to the existing figures of 61 miles 905 yards. During the winter of 1904 Darragon had brought the record up to 54 miles 1,044 yards, and Guignard was especially anxious to break it. On April 13th under favorable conditions he covered 55 miles 1,520 yards at Paris, and this record held until a year later, when Robl, at Munich, raised it to 57 miles 180 yards. Two months later, on the same track Paul Guignard caused the world to gasp and wonder if the limit had been reached, when he almost flew around the German track and covered 59 miles 30 yards in 60 minutes. There were several attempts from that time until Wills made his memorable ride, but none of them were successful until the little Englishman entered the cycling hall of fame by riding 61 miles 905 yards within one hour.

Guignard to Attack Wills's Record.

Paul Guignard, the noted French pace-follower, will make a desperate effort to break Wills's hour record of 61 miles 905 yards, within the next few days. It may be remembered that Wills's brilliant ride wiped Guignard's former record from the slate, and the Frenchman is particularly anxious to keep his name on the record books, as it will mean many "fat" bonuses. The track at Munich is regarded as the fastest in the world for pacefollowing and Guignard and Hoffmann, his pace maker, have gone there for the attack upon the record.

KEEN CONTESTS AT BOSTON MEET

Clarke Captures Ten Miles Event in Exciting Finish—Collins Defeats Moran—Visitors Trounce Local Amateurs.

Keen competition, fast riding and an enthusiastic large crowd characterized the opening meet of the indoor racing season at the Park Square Coliseum, Boston, Mass., Saturday night last, 14th inst. The meet was the prelude to the international six days' race that is in progress in Boston this week, and as all the riders were in fine fettle the going was of the hair-raising variety all the way. In fact, it was one of the best sprint meets held in The Hub in years, and the fact that many new faces were in the ranks of riders, caused Boston's bean-eating "fans" to sit up and take notice.

To the casual observer there appeared to be a combination between Fogler, Clarke and McFarland in the ten miles open, the chief event on the card, which the little Australian won in 22 minutes 30⅘ seconds. With special prizes for every half mile the cash-chasers got the kinks out of their legs from the crack of the gun. McFarland, Vanoni, Logan and several others kept shaking up the field with such persistency that at nine miles only ten of the 26 starters were left in the running.

When the gun for the last mile sounded Dave Mackay, of Newark, was leading the bunch, and behind him were McFarland, Fogler, Clarke, John and Menus Bedell, Vanoni, Rupprecht, Halligan and Hill, the last-named bringing up the rear. Mackay soon relinquished the lead to McFarland, who set such a fast pace that everyone except Fogler, Clarke and John Bedell were shaken off. After doing the donkey work for nearly all the last mile McFarland retired and Fogler was left in front of Clarke at one and one-half laps to go. The Australian "rocket" did not make his bid until the very last lap. Whether this pair were teamed or not the finish was exciting. Clarke bettered his position inch by inch and with less than a half lap to go was riding neck and neck against Fogler. In the last stretch he forged ahead and won by a half length, with John Bedell a close third.

John Bedell, Rupprecht, Anderson, Halligan, Lake, Devonovitch, Mitten and Clarke, the last named being on scratch, qualified for the final heat of the half mile handicap. Clarke was expected to win but he lost 20 yards on account of a fall by Devonovitch at one lap to go. Anderson, the Dane, won from John Bedell, with Clarke only five yards behind for third place.

Although he was defeated by a trifle less than one and one-half laps James F. Moran, of Chelsea, rode a good race against Elmer J. Collins, of Lynn. The men started from opposite sides of the track, and in the fourth mile Collins began to creep up on his rival. Moran returned the attack with a terrific sprint that proved his own undoing. He lost his pace and Collins took advantage of this mishap to pass. The Lynn young man never let up and at ten miles was one lap ahead of Moran, which lead he increased one-half lap in the next five miles.

Boston's simon-pures received a great shock in the five miles open with mile prizes, for they had to acknowledge themselves less speedy than the visiting riders. Parley Giles, of Salt Lake City, won the event handily, with Alfred Halstead, of Sacramento, Cal., second. Courtney Peer and Ernest Jokus, both members of the National Turnverein Wheelmen, of Newark, N. J., finished, respectively, third and fourth. Halstead annexed three of the mile prizes, while the remaining one went to Peer. The summaries:

Ten miles open, professional—Won by A. J. Clarke, Australia; second, Joe Fogler, Brooklyn; third, John Bedell, Newark, N. J. Time, 22:30⅖.

One-half mile handicap, professional—Won by Norman M. Anderson, Denmark; second, John Bedell, Newark, N. J.; third, A. J. Clarke, Australia. Time, 9:57⅗.

Five miles open, amateur—Won by Parley Giles, Salt Lake City; second, Alfred Halstead, Sacramento, Cal.; third, Courtney Peer, Newark, N. J.; fourth, Ernest Jokus, Newark, N. J. Time, 11:22⅘. Mile prizes won by Halstead (3) and Peer (1).

Fifteen miles motorpaced match between James F. Moran, Chelsea, and Elmer J. Collins, Lynn—Won by Collins. Time, 25:57⅖.

Empire Cards Novel Unpaced Race.

A 25-miles unpaced race for its members will be held by the progressive Empire City Wheelmen on Thanksgiving Day, starting from Park Circle, Brooklyn, at 10 a. m. This style of race is an innovation in this country, although common in England. The riders are dispatched singly at intervals, so that every contestant has to ride "on his own" all the way. It does away with "sleigh-riding" and finish sprinting as the rider making the fastest time is judged the winner, regardless of his position at the tape. The Empire City Wheelmen also announce that they have taken hold of the annual New Year's midnight race from Brooklyn to Coney Island and return, and promise a prize list that will be worth any racing man's time.

Hawkins Breaks Two Road Records.

Although it was not known at the time John B. Hawkins broke two American road records on November 8th, in the closed races of the Brower Whelmen. In the two miles race Hawkins reduced the record 20⅕ seconds, covering the distance in 5:07⅕; the old record of 5:27⅖ was made by C. A. Sherwood, Sept. 15, 1907. The 5 miles record of 14:09, held by Charles Nerent, was broken also by Hawkins, his time in the five miles handicap being 12:28⅖.

RUTT-STOL TEAM IS COMING OVER

Winners of Last Year's Garden Grind Will Try Again—Vanderstuyft to Repeat His Game of Butting in.

Negotiations between Walter Rutt and Johan Stol, the winners of last year's six days' race, and Promoter P. T. Powers, were concluded this week and it now is definitely decided that the German and Hollander will again be prominent contenders for this year's classic grind, slated for the week of December 7th to 12th, inclusive. The delay in signing these riders has been over terms.

The foreign riders will sail from Cherbourg this morning (Saturday) and will arrive in New York next Friday or Saturday on the French liner, La Lorraine. In addition to Rutt and Stol the foreign teams are Faber and Lafourcade, Brocco and La Brousse, and Georget and Dupre.

With them will sail Arthur E. Wills, the only man to accomplish more than 60 miles in that many minutes. The little English rider has been signed to meet Walthour in a paced race Saturday night, December 5th.

It also is learned that Arthur Vanderstuyft, the Belgian who formerly was Stol's partner, intends to sail with the other riders, upon the chance of securing a contract after he reaches America. Vanderstuyft is the most persistent rider that ever came to America. Neither he nor Stol were engaged for the 1906 race, but as they were determined to ride, they came to America in advance of the other riders, and secured a contract, chiefly because Powers admired their nerve in coming some thousand miles without an agreement with him. Last year Vanderstuyft again was overlooked when the foreign riders were engaged, but this did not dampen the enthusiasm of the Belgian. In company with his younger brother Leon, Vanderstuyft sailed for America, and was paired with Floyd Krebs.

A few of the American teams have been decided, as was announced exclusively in the Bicycling World last week, but Powers is waiting until the Boston race is concluded before he signs any other riders. Coming so close to the New York race the Boston grind is apt to put some of the riders in bad shape, and Powers cannot be blamed for not wanting to pay bonuses to injured riders not in shape to ride. The teams that have been decided are as follows:

Walter Bardgett-Pat. F. Logan.
Floyd McFarland-James F. Moran.
Walter DeMara-C. L. Hollister.
John Bedell-Menus Bedell.
Iver Lawson-N. M. Anderson.

Plans were filed this week with the building superintendent for building the track. The specifications call for a track 15.3 feet wide and measuring ten laps to the mile, as usual, the cost to be $3,000.

The Reckoning of the Racing Results of the Year 1908

Floyd A. McFarland, the lanky rider from San Jose, Cal., has won more points in competition since the first of January last to the present time than any other bicycle rider in America, and if a prize were to be awarded for the best all-around showing this year, McFarland would be entitled to the honor by a margin of 15 points. In the following table points were scored upon a basis of 5 points for first, 3 for second, 2 for third and 1 for fourth places, the races being divided into six classes—pursuit, match sprint, tandem, motor paced, handicap and scratch. The number of points scored by the veteran California circuit-chaser during the present year totals 230, with A. J. Clarke in second position with 215, and Frank L. Kramer third with 214 points. The next four riders in order are Joe Fogler, John Bedell, Hardy Downing and Walter A. Bardgett. Although neither Clarke nor Kramer competed in motor paced races, it would not make any difference in the ultimate score were the 9 points won by McFarland in this style of racing subtracted from his score; he would still be a winner by 6 points. In compiling this table six day and other forms of team races were omitted, as races of this character would have little bearing on the individual showing of the riders involved. The compilation of this table has proved a revelation as regards professional racing in America. It shows that nearly 400 professional races alone have been held in America this year. Nearly 70 professional riders are shown in the table, including those contestants who did not win any points.

		Pursuit				Match Sprint.				In Tandem.					Motor Paced.					Handicap					Scratch					Total
Pos.	Rider and Residence.	2	3	4	Pts.	1	2	3	Pts.	1	2	3	4	Pts.	1	2	3	4	Pts.	1	2	3	4	Pts.	1	2	3	4	Pts.	Points.
1	Floyd A. McFarland, San Jose, Cal	1	0	0	28	3	1	0	18	0	1	0	0	3	0	3	0	0	9	6	1	4	0	41	18	11	3	2	131	230
2	A. J. Clarke, Melbourne, Australia	0	0	0	5	3	6	0	33	2	1	1	1	16	.	.	.	.	.	5	2	2	0	41	22	2	2	0	120	215
3	Frank L. Kramer, East Orange, N. J	.	.	.	.	4	2	0	26	2	1	0	0	13	.	.	.	.	.	11	2	0	1	62	20	3	2	0	113	214
4	Joe Fogler, Brooklyn, N. Y	0	0	1	0	2	2	0	16	3	1	0	1	19	0	1	0	0	3	5	4	2	1	42	13	13	2	2	110	192
5	John Bedell, Newark, N. J	.	.	.	.	0	2	0	6	0	1	0	2	5	2	4	2	0	26	3	4	4	3	38	12	11	6	3	108	183
6	Hardy K. Downing, San Jose, Cal	0	0	1	0	2	3	0	1	17	4	1	0	0	23	1	2	0	0	11	1	2	2	2	17	5	14	9	2	87	170
7	Walter A. Bardgett, Buffalo, N. Y	.	.	.	.	0	2	1	8	1	2	1	0	13	.	.	.	.	.	7	2	3	4	51	8	7	10	8	89	161
8	Floyd Krebs, Newark, N. J	.	.	.	.	2	0	0	10	0	1	0	2	5	.	.	.	.	.	1	3	5	2	27	9	4	10	8	85	127
9	C. L. Hollister, Salt Lake City, Utah	0	0	0	2	2	1	1	0	8	0	1	3	1	10	.	.	.	.	.	4	8	3	1	51	2	6	10	7	55	126
10	W. E. Samuelson, Salt Lake City, Utah	2	3	0	0	19	0	3	0	9	0	1	1	1	6	5	1	0	0	28	1	4	3	0	23	2	6	4	4	40	125
	E. F. Root, Melrose, Mass	.	.	.	.	.	.	.	.	1	0	0	0	5	3	3	4	0	32	3	5	4	3	41	4	3	7	4	47	125
11	N. M. Anderson, Denmark	1	1	0	0	8	2	2	0	6	1	0	2	1	8	0	1	0	0	3	4	4	0	1	33	4	10	5	6	66	124
12	S. H. Wilcox, Salt Lake City, Utah	1	0	1	0	7	.	.	.	.	0	3	0	0	9	1	1	1	0	10	4	3	6	1	42	3	5	8	6	52	120
13	Hugh MacLean, Chelsea, Mass	.	.	.	.	.	.	.	.	.	.	.	.	.	.	18	3	1	0	101	0	0	3	2	8	0	1	2	2	9	118
14	Henri Mayer, Germany	0	0	0	1	1	5	1	1	30	6	0	0	0	30	.	.	.	.	.	2	1	0	1	14	2	6	2	2	34	109
15	George Wiley, Syracuse, N. Y	.	.	.	.	.	.	.	.	.	.	.	.	.	.	7	5	2	1	54	2	5	2	0	29	1	1	3	3	17	100
16	James F. Moran, Chelsea, Mass	.	.	.	.	2	0	0	10	1	1	1	2	12	6	5	4	0	53	0	1	2	0	7	2	2	3	1	23	99
17	Walter De Mara, San Francisco, Cal	0	1	0	1	4	0	2	0	6	0	1	0	1	4	0	0	0	1	1	5	2	4	2	44	3	2	4	6	35	94
18	W. L. Mitten, Davenport, Ia	.	.	.	.	0	1	1	5	0	1	0	1	4	.	.	.	.	.	3	7	7	2	52	0	1	7	4	21	82
19	Edward Rupprecht, Newark, N. J	0	1	0	0	3	.	.	.	.	1	1	1	0	10	.	.	.	.	.	0	4	4	2	22	4	4	0	4	36	71
20	P. F. Logan, South Boston, Mass	.	.	.	.	.	.	.	.	.	0	0	1	0	2	4	3	0	0	29	0	2	2	1	11	3	0	4	2	25	67
21	Fred West, Salt Lake City	0	0	1	0	2	0	1	0	3	.	.	.	.	.	.	.	.	.	.	3	5	1	5	37	1	3	2	5	23	65
22	Menus Bedell, Newark, N. J	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	2	1	0	8	0	0	1	0	2	2	8	5	1	45	55
23	Theodore Devonovitch, Russia	1	0	0	0	5	2	0	0	10	0	1	0	0	3	.	.	.	.	.	2	6	1	3	33	0	0	1	3	3	54
24	Iver Lawson, Salt Lake City, Utah	.	.	.	.	3	2	1	23	.	.	.	.	.	.	.	.	.	.	1	0	1	0	7	1	3	2	1	19	49
25	Charles Vanoni, New York City	.	.	.	.	.	.	.	.	1	0	2	1	10	1	1	2	0	12	2	0	1	2	14	1	2	0	1	12	48
	W. Palmer, Australia	.	.	.	.	0	1	0	3	0	0	2	1	5	.	.	.	.	.	1	2	4	7	26	0	1	5	1	14	48
26	Gordon Walker, Australia	0	1	0	0	3	.	.	.	.	0	1	0	1	4	.	.	.	.	.	4	0	4	3	31	0	0	1	6	8	46
27	Nat Butler, Cambridge, Mass	.	.	.	.	.	.	.	.	.	0	1	0	1	4	4	7	0	0	41	.	.	.	.	.	.	.	.	.	.	45
28	Saxon Williams, Salt Lake City, Utah	1	0	0	0	5	.	.	.	.	0	0	1	0	2	.	.	.	.	.	1	1	1	2	12	1	2	5	0	21	40
	Elmer J. Collins, Lynn, Mass	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3	5	2	1	35	0	0	1	1	3	0	0	1	0	2	40
29	T. J. Halligan, Newark, N. J	0	0	1	0	2	.	.	.	.	0	1	0	0	3	0	0	1	0	2	1	2	2	3	18	0	1	2	2	9	34
	Alfred Ashurst, Newark, N. J	0	0	0	1	1	.	.	.	.	1	0	0	0	5	.	.	.	.	.	0	0	4	1	9	2	2	0	3	19	34
30	J. E. Achorn, Salt Lake City, Utah	.	.	.	.	.	.	.	.	.	1	1	0	0	8	.	.	.	.	.	2	3	1	3	24	.	.	.	.	.	32
31	Benj. Hill, Newark, N. J	2	0	0	0	10	.	.	.	.	0	1	0	0	3	.	.	.	.	.	2	0	0	0	10	0	0	1	0	2	25
32	Fred Senhouse, Australia	.	.	.	.	.	.	.	.	.	1	0	0	0	5	.	.	.	.	.	2	1	0	2	15	0	2	0	3	9	23
33	Major Taylor, Worcester, Mass	.	.	.	.	2	4	0	22	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	22
34	Teddy Billington, Vailsburg, N. J	.	.	.	.	.	.	.	.	0	0	1	0	2	.	.	.	.	.	1	2	1	2	15	0	0	1	.	3	20
35	George Cameron, New York City	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	0	0	0	10	0	2	0	1	7	17
	C. A. Sherwood, New York City	.	.	.	.	.	.	.	.	0	1	0	0	3	.	.	.	.	.	0	1	0	1	4	1	1	1	0	10	17
36	Oliver Dorlon, Sheepshead Bay, N. Y	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	1	1	11	0	2	0	1	5	16
37	Charles Schlee, Vailsburg, N. J	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1	1	1	11	0	0	0	2	2	13
	John King, Newark, N. J	.	.	.	.	.	.	.	.	.	.	.	.	.	0	1	0	0	3	0	2	0	2	8	0	0	1	0	2	13
	Thomas Smith, Newark, N. J	0	1	0	0	3	.	.	.	.	.	.	.	.	.	.	.	.	.	0	0	2	2	6	0	0	1	2	4	13
38	Fred Hill, Boston, Mass	0	2	0	0	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	0	0	2	2	6	12
39	P. J. Drobach, Boston, Mass	.	.	.	.	0	1	0	3	.	.	.	.	.	.	.	.	.	.	1	0	0	0	5	0	1	0	0	3	11

Other riders who scored points are: Tommy Morgan, Salt Lake City, 10; Norman C. Hopper, Minneapolis, 10; Emil Agraz, Mexico, 10; Bob Lake, Brooklyn, 10; R. J. Walthour, Atlanta, 13; Frank Schnell, Salt Lake City, 9; Dennis Connolly, Boston, 8; Matt Downey, Boston, 6; Al. Champion, Boston, 6; Hugh McPartland, Boston, 6; A. W. Holbrook, Boston, 5; T. Jenkins, Australia, 5; W. S. Fenn, Bristol, Conn., 4; Al. Guery, Newark, 3; W. G. Furman, Los Angeles, Cal., 3; Joe Nelson, Newark, 3; Geo. Glasson, Newark, 2; H. B. Appleton, New York City, 2; Oscar Goerke, Brooklyn, 1; Dave Mackay, Newark, 1; Clem Turville, Salt Lake City, 1.

CANINE ANTIPATHY TO CYCLISTS

It is Excited by the Machine and Extends to the Man—Education Needed by Dogs and Cats.

"In spite of all the protests entered by the cycling fraternity against the tyranny of the dog, that animal continues as ebullient an anti-cyclist as ever. It is of very little use talking to him, as he has an exasperating habit of misunderstanding what is said to him, and wagging his tail when he ought to hide it between his legs. The more scathing are our remarks anent his appearance, pedigree, and behavior, the more energetically does he wag that preposterous little tag behind, until we feel an insane desire to seize upon it and wave him about in the air by it—make it wag him, in short. Dogs have such a beautiful trust in the beings who watch over their interests and generally spoil them that their refusal to think anything but the best of their benefactors is sometimes trying. It is useless endeavoring to explain anything verbally to a spoilt dog. The more ferocious your tone the more joyfully does he wag. His simulated interest in your conversation, and his anxiety to appreciate the most telling points of your caustic wit are the most exasperating things in nature. Most exasperating of all is the waggle of that everlasting tail," says a writer in the Irish Cycler.

"The very name of dog calls up a familiar picture to every cyclist. Little impudent mongrel sitting on the kerb watching him with bright, twinkling eyes as he approaches. Just sitting there watching. Very interested, nothing more. One ear flapping over a sparkling eye—beware that eye!—the other standing attention. Nice little chap, that dog! Get past him all right, thinks the cyclist. Wow! b-r-r-r-r! Shot like a stone from a catapult the little brute makes his playful dash, gambols sportively about the poor man's calves, and goes back to his kerbstone enthusiastically waggling the appendage that forms his mental barometer to wait for his next victim. And to think that the harried cyclist has been denied the satisfaction of getting in even one well-planted kick on his nose to help him to know better!

"We must not overlook the fact that the dog may consider that he also has a grievance. It is natural that he should look upon the cycle as a usurper. 'I came into the world before you did, so I'm entitled to a larger share of it, g-r-r-r! bow-wow!" To be just, we must admit the truth of this assertion. Noah probably had a couple of dogs with him in the Ark, but he certainly had not a bicycle. We should bear in mind that it is the cycle that the dog is going for, not the cyclist. All that comes within his range of view is a pair of funny-looking hoops going round and two enticing legs—they might really be legs of mutton for all the dog knows—moving up and down between them. Who can blame the animal for following its natural instincts when it has meat dangled before its nose in that fashion?

"Dogs, in short, want education. They are admitted to be the most intelligent of animals after the genus human. Surely it would be possible to enable them to distinguish between a bicycle, plus boots, stockings, and knickers—it doesn't matter really what comes above that, as the dog does not take it into consideration. Wherefore, all ye owners of dogs, harken. Repair to thy back yard, or wheresoever it may be convenient, and there gyrate awhile in antic fashion about thy dog, and each several time that he, misguided beast, should chase the tempting calf, descend, and with a nobby stick instill—whack!—into his canine heart the stern—whack!—and ne'er-to-be-forgotten truth—whack!—that human calves a-wheel are not—whack!..designed to be the sports of fools—whack!—of dogs—whack!

"It is true that the light-hearted and playful dog is not the only type of canine that can make himself a nuisance. There is the sleepy and lethargic dog which always sleeps upon one particular portion of the road in front of his master's cottage, and gradually by long habit comes to look upon it as peculiarly his own. Having coiled himself thereon on a summer's day, he has a rooted disinclination to stir from it—so rooted that the toe of his master's boot is the only implement equal to the task of digging him up. If the dog happens to have light sandy hair much the same color as the road on a dusty day, he will invoke the curses of many a cyclist who does not become aware of the animal till he is almost upon it. Indeed, there are few shocks equal to the shock of seeing a bit of the road suddenly rear itself up almost under one's front wheel. The canny canine knows that he has only got to be still and cyclists, however much they may shower imprecations on his head, will go round him in preference to going over him. In case of emergencies he keeps his weather eye open, but waits to the last moment, perhaps, because he is willing to give the lord of creation credit for the same amount of cuteness.

"The sleepy dog sometimes manifests a considerable amount of character. The cyclist who may happen to make daily use of a road, a particular spot of which belongs to such a dog, will have unique opportunities of investigating the probabilities of characters in animals. His first encounter with the dog is probably the most striking—both for the dog and for himself—to speak in a physical sense, but as he sees more of it he will be more and more struck with its mental probabilities. As for the dog, the first encounter is the only one where he is struck. After that he ceases to take any interest in the cyclist. More, he ceases to take any notice of him. It ultimately becomes the cyclist's chief amusement on his morning ride to business to see how far the dog carries his radical ideas on the question of land tenure. In other words, how much pressure must be brought to bear before he consents to stand in the position of evicted tenant. Will scorching past his tail at fifteen miles an hour do it? Not a bit of it! His nose, then? The dog still slumbers on, or presumably slumbers. A little nearer to his nose. Contempt is writ in the one half open eye. 'Very well, Mr. Dog, you've brought it on yourself.' The cyclist gets up a good spurt and whizzes past at two inches from his nose. The dog rises slowly with an injured air of mute protest, sneezes once or twice to clear away some of the dust, and walks over to the pavement, where he collapses again into somnolence. The cyclist has triumphed!

"Dogs, of course, are not the cyclists' only highway bugbear. Pussy in a hurry sometimes ends by being pussy mixed up in a bicycle. No respectable cat would think of deliberately charging a moving bicycle, but she may frequently be so intent on getting to the other side of the road that even a traction engine would be powerless to shake her resolution. Here again the inevitable dog will intrude himself. Pussy with a dog after her will cheerfully sacrifice one of her nine lives to a cyclist rather than let that senseless bag of noise who can't scratch or climb trees have it. Of course, she must be aware when she attempts to go through a rotating cycle wheel that the chances of succeeding are very slight. The spokes are too close together, for one thing, and for another they are following upon one another in such a hurry that even a streak of lightning, however well greased, would have a poor chance of slipping through without getting hooked on by one of its zig-zags.

"To her credit be it said, however, that a cat is very seldom guilty of the indiscretion of embarking on such a risky proceeding as crossing the road without first well weighing her chances of reaching the other side in safety. She has not the reckless impetuosity of the dog. Although gifted with less intelligence, perhaps, she uses what she has more—well, intelligently. She is a thoroughly selfish creature, and although she has nine lives, she guards them more zealously than the dog looks after his one mortal strand. She concentrates all her intelligence on her nine lives; in fact, a dog at times will lose his head. A cat never loses her head.

"Rather in the domestic wigwam on the road is pussy to be feared. When the cyclist lays his trusty steed to rest in passage or in hall, and seeks his well-earned meal, then stepping softly comes the treacherous feline, and with a sore heart at being debarred from sharpening her claws on carpet, banisters, and legs of chairs, sniffs from afar off her destined prey. She is so happy at having found the ideal claw exerciser at last that even in the interests of the tires it seems cruel to again disillusion her."

Current Comment

Not so long ago a chap who knew that in the days of yore I regularly wrote a column for the Bicycling World, asked me why I ever dropped it. He declared that it was a feature of the paper and that he used to read it even on those rare occasions when he read nothing else. This, of course, was in the nature of handing me quite a collection of flowers and almost entitles me to ask for "extra space rates;" but as a modest, shrinking creature, I would not even so much as hint at anything of the sort. I don't even know that I can keep a column going, but as they say there's nothing like trying, here goes!

* * *

The chap who half-induced me thus to again "take my pen in hand," told me that E. J. O'Reilly, once of long dead Wheeling and now editor of the London Cycle Trader, had been in this country a few weeks ago and wanted to know whether I had seen him. But if I saw him I certainly did not recognize him and as nearly as I can learn no one who has anything to do with bicycles set eyes on him. Quite naturally, and remembering O'Reilly's propensity for words, and many of them—he was and is one of the most prolific space writers that ever put pen to paper—I supposed that he would write a history of cycling in America. I therefore hunted up the available copies of his paper, and while I was disappointed in finding that he had not become our historian, I found that he was as full as ever of words. It was his first trip on the ocean and he found material for words in such subjects as the wet water, the blue sky, the gilded moon and a few other things appertaining to cycling. He was not long aboard the boat before he found evidence supporting his apparently preconceived notion that Americans still are a race of semi-savages. The meals were queer, the women all were ugly, and with the ungrammatical folk who had studied abroad but who, he said, used language of the "ain't got none" order—they all helped bear out his idea of Americans. After he arrived, he discovered also that we rarely if ever say "No, sir," or "Yes, sir," or "Please."

* * *

Equally startling was his "discovery" that the waiters here really and truly expect tips. One smooth-tongued, be-aproned old Irishman—O'Reilly is Irish—spun such a weeping tale of home and mother that the visitor set up a record in the tip line by pressing a twenty-dollar bill into the weeper's hand; that is, O'Reilly says it was a twenty-dollar bill—not four pounds, but t-w-e-n-t-y dollars. The Irish-English editor also learned that even the Irish waiters and policemen who have become American millionaires and who possess mansions and gilded coaches and retinues of servants secretly long to return to the old sod and the old conditions when they spat on their hands and cut peat for fuel or when they listened to the warblings of the pigs that shared the one room of their thatched huts on the bog. This must have been the waiter's tale that earned that $20 bill; it was jolly well worth every bloomin' cent of it.

* * *

O'Reilly came over to see America in two weeks. When he landed he found that New York was almost as large as Kilkenny or Mudpuddle-on-the-Trent, and all of his two weeks was spent in this city. He admits that he saw some things worth seeing and that the place is not such a hell hole and the people such untutored savages as apparently he had imagined. He did not see even one buffalo nibbling grass on the Broadway prairie and the hospitality he received seems to have been the most wonderful thing he ever experienced. It appears to have greatly surprised him and in his final contribution to his own paper he makes some grateful and graceful acknowledgments. What seemed to stagger him was the presence at the dock of some of his newly-made acquaintances who came to bid him goodbye, and also the presence in his stateroom of bottles of cocktails and other grog which they had sent with their compliments.

* * *

I readily can imagine why such comparative commonplace courtesy or hospitality staggered O'Reilly. It recalls the brand of cordiality that I received at his hands the first time I crossed the wet ocean. That was quite a few years ago and at a time when O'Reilly was drawing good "space money" from at least one American cycling publication. When I intruded myself on his presence in his Fleet street office, I was given an impressive exhibition of how a native of Great Britain can suck a pipe and open his mail at the same time and between puffs dispense hospitality by answering Yes or No to questions. I called but once. On a subsequent visit, however, I dropped in on another of the craft. His hospitality was an improvement on the Fleet street brand. He graciously permitted me to read his American exchanges.

* * *

Of course, I do not mean to say that I met with no real hospitality; for this was not the case. I knew "Steve" Golder, then in his prime, and he did enough to demonstrate that there are warm hearts and red blood in the Kingdom. From his glowing tribute to them as "the only sportsmen in the world," which was reprinted in last week's Bi. World, I judge that T. K. Hastings, the New York motorcyclist who recently was turned into the professional fold for competing with the British cash collectors, must have met some of the good fellows of the Golder type. But he certainly laid it on pretty thick at the expense of the American motorcyclists, and if his is not a case of sour grapes it certainly looks mightily like it.

* * *

If he had been warned that he would be professionalized if he competed against the British cash-chasing sportsmen—and I understand this was the case—it seems that Hastings knew what to expect, and should have taken his medicine like a sportsman and not indulged in an ungraceful and indiscriminate "fling" at every motorcyclist in America. I am told that he is particularly embittered because his professionalization has forced him to resign from the Crescent Athletic Club, in which he held membership, of which he was quite proud. But the fault really rests with himself. He had the choice between his "English friends" and amateurism and his club and he chose the first named. If he valued his club membership so highly, he should have looked before he leaped.

* * *

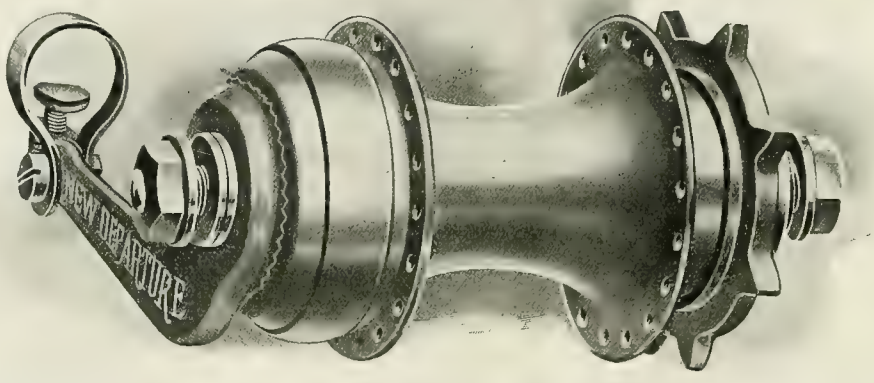
Ideas of sport must have undergone a great change in Great Britain. I can recall the time when any man who accepted cash as a prize or competed against cash-takers was considered to be close to the nether limit of sportsmanship. I find it hard to believe that motorcycling has created a new order of amateurism and a new type of sportsmanship over there—an amateur who accepts money and still remains an amateur. Is it possible that motorcycling is not considered a sport? If so, and it is not a sport, will some of "the only sportsmen in the world" arise and let us know exactly what it is? As they are strong on offering prizes for "best answers," why does not some British publication offer a gold cup for the best answer to this question?

* * *

I have heard that good old "Billy" Wells, the one-time Brooklyn road king, has had a lot to do with shaping the—shall I call it—game of motorcycling in Great Britain, and if this is the case, of course, I can more readily understand the situation. For Wells long was a "maker's amateur," and unless I mistake not, he finally became a dyed-in-the-wool pro before he made his home abroad; and after a professional has squeezed the orange dry, his dearest wish seems to be to regain his amateur status. It's funny, but it's a fact. Of course, if Wells is again eligible to compete with amateurs and is able to assist in befogging the issue, perhaps I should not blame him. Maybe if I myself were a pro I'd try to do the same thing and would hurrah until blue in the face for the only one-man sport in the world that permits an amateur to take cash and retain his status; that is the professional's idea of heaven, and I am sure will meet with the entire approbation of Sandy Sellers and Dick Howell, if they are still in the land of the living, to say nothing of their American compatriots, Tom Eck, Jack Prince and "Senator" Morgan, who still are with us.

THE ANNOTATOR.

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DEROSIER A PRINCE-ECK CHAMPION

Tame Race with Lawson Gives Him Specially Created Title—Good Amateur Racing Enlivens the Evening.

Jacob Derosier is the motorcycle champion of the Prince-Eck world. If you don't believe it ask either Jack Prince or Thomas Eck. Derosier has worked faithfully for them all season and Prince & Eck did not think it right that Derosier's work should pass unnoticed. So when Gus Lawson, the pacemaker, returned from Europe, Prince & Eck decided to promote a race for the "motor championship of the world," with Lawson and Derosier as the contenders. As Prince & Eck have unusually capacious hat bands, and under them repose a thousand championship titles of their manufacture, isn't it the easiest thing imaginable to, Jack Horner fashion, put in one's fingers and pull out a championship of the world, or the universe, or of Podunk, or heaven, or anywhere else? Of course it is. All one needs is a measure of audacity and there is no record of either Prince or Eck ever having been found wanting such an essential.

At any rate those Paterson (N. J.) people who paid their hard-earned money to get into the armory last Saturday night, 14th inst., to see the motor race for the "championship of the world," probably wish they had their money back. It was a great big fizzle and the least said about it the better. Derosier won both heats.

The only compensation was good competition in two amateur races and a scorching exhibition mile by Derosier. The Paterson saucer measures 12 laps to the mile and Derosier covered that many laps in 1:11⅖, the fastest time for the distance ever made on a track smaller than six laps to the mile.

Good competition developed in the amateur events although the Paterson "fans" were disappointed when their idol—Fred Jones—took a cropper in the 10 miles open, and was thereby put out of the final sprint. Jacob Magin, of the National Turn Verein Wheelmen, won from William Lamphear, Lakerim A. C.

Three trial heats and a final were necessary to reduce the large field in the half mile handicap. John Bogle, of Rutherford, from the 50 yards mark, easily won the final, with Lamphear, on 40 yards, second. The summaries:

One-half mile handicap, amateur—First heat won by John Bogle, Rutherford (50); second, Fred W. Jones, Passaic (scratch); third, William Lamphear, Lakerim A. C. (40). Time, 1:01⅖. Second heat won by Hardy Jackson, New York City (40); second, J. Morton, New York City (40); third, Clarence Carman, Jamaica (40). Time, 1:03. Third heat won by Jacob Magin, National T. V. W. (scratch); second, Michael Journay, Nutley (10); third, A. Overlock, New York City (40). Time, 1:04⅖. Final heat won by Bogle; second, Lamphear; third, Journay; fourth, Magin. Time, 1:00⅘.

Ten miles open, amateur—Won by Jacob Magin, National T. V. W.; second, William Lamphear, Lakerim A. C.; third, John Bogle, Rutherford; fourth, Herman Hintze, Tiger Wheelmen; fifth, Archie Allan, Brower W. Time, 25:56⅘.

Motorcycle match between Gus Lawson and Jacob Derosier—First heat (one mile) won by Derosier. Time, 1:16⅘. Second heat (2 miles) won by Derosier. Time, 2:48⅖.

One mile motorcycle against time—By Jacob Derosier. Time, 1:11⅖.

Huyck to Test the California Climate.

Fred Huyck, the mile champion and multi-record holder, has been granted permission by the F. A. M. competition committee to have his expenses paid to Los Angeles and return. At the Derkum benefit meet in that city on November 22, Huyck once more will make a general assault on Father Time. His trials will be in the nature of a test also of the "glorious climate" of California. The climate is the thing out there and on the occasion last month when Huyck turned the record table upside down at Detroit, C. C. Hopkins, of San Francisco, and some others who were present, expressed the opinion that the California climate is two or three seconds per mile faster than that of the East and other parts of the country. Huyck's performances, therefore, have more than usual significance.



Motorcyclist Sued for Damages.

The first personal injury suit to be filed in Minnesota against a motorcyclist, was commenced in Ramsay County Court last week. John P. Young has brought action against Joseph Decosal to recover $5,950 alleged damages. Young claims that Decosal ran into him and broke his left leg.

WILEY GETS WALTHOUR'S MEASURE

Plucky Riding Wins Match at Paterson in Two Heats—Magin Makes Cleanup in Amateur Events.

Quite unexpectedly George Wiley, of Syracuse, defeated Robert J. Walthour, of Atlanta, Ga., in their five miles motor paced match at the Paterson armory on Wednesday night last, 18th inst. It was Walthour's first race since his return from Europe and the local fans had it that Wiley would not stand a ghost of a chance against the Southerner.

Wiley was paced by Bob Schulz and Gus Lawson had Walthour in tow. The men got away on even terms in the first heat and for 2½ miles there was no appreciable difference in their relative positions. It was at this stage that Wiley dropped his pace for a fraction of a second and Walthour gained a slight lead. A few minutes later, however, he was shaken from his pace, and Wiley gradually gained on Walthour and was about to pass for a gain of half a lap when he again lost his pace. There was only a lap to go, however, and Wiley pluckily sprinted the remainder of the distance, winning out by only 20 yards.

Walthour did not have a chance to show his speed in the second heat, as a mishap to his rear wheel compelled him to stop. At the time, however, Wiley had gained a commanding lead, and was picked as the winner. The little Syracusan finished alone in 7:38⅖.

Jacob Magin made a cleanup in the amateur races, winning both the mile handicap and the five miles open. In the former John Bogle was the runner up, William Morton finishing second in the five miles open. The summaries:

Five miles motor paced match between George Wiley, Syracuse and R. J. Walthour, Atlanta, Ga.—First heat won by Wiley; second, Walthour. Time, 7:37. Second heat and match—Walkover for Wiley. Time, 7:38⅖.

One mile handicap, amateur—Won by Jacob Magin, National T. V. W. (scratch); second, John Bogle (85); third, William A. Penn, New York (80); fourth, Herman Hintze, Tiger W. (65); fifth, Michael Journay, Nutley (20); sixth, Arthur Allen, Brower W. (40). Time, 2:07⅘.

Five miles open, amateur—Won by Jacob Magin, National T. V. W.; second, William Morton, National T. V. W.; third, William Lamphear, Lakerim A. C.; fourth, Otto Brandes, Columbia W. Time, 12:28⅘.

Making "Fits" an Excuse for Theft.

A novel plea in extenuation of a bicycle theft was heard at Newhaven, England, recently. The prisoner explained his action by saying that he was subject to fits. The magistrate thought that six months in prison might effect a cure.

TWO SUNDAY MEETS AT BALTIMORE

Novice Captures Racycle Bicycle Club's Road Handicap—Close Finishes Mark Brooklyn Wheelmen's Races.

Although no open race was on the bills Baltimore riders had an assortment of sport to occupy their attention last Sunday, 15th inst. The Racycle Bicycle Club held a 12 miles handicap road race while the Brooklyn Wheelmen entertained about 700 spectators with a track meet at their quarter mile oval.

The 12 miles road race of the Racycle Bicycle Club attracted more than 1,000 people to the Shell road course. Frank L. Martin, a novice, won the race in 45 minutes, starting with a handicap of 14 minutes. Harry Lindenau finished second.

The feature of the race was the riding of Fred Welsh, who started from scratch with Robert Towson. The latter was forced to retire with a punctured tire at three miles, but Welsh kept on plugging and won time prize in 33 minutes 10 seconds, nearly 4½ minutes slower than the record. Fred Rochester, from the two minute mark, won second time prize in 36:20.

Five events were on the program for the Brooklyn Wheelmen's meet and close finishes in several of the events kept the interest of the spectators hovering around the fever heat mark.

The two miles handicap went to J. F. Webster, from scratch, after a pretty ride. L. Rhoades, his comarker, was second and C. L. Essex, with 20 yards, was third. Webster also won the mile scratch race which was run to decide the club representative for the forthcoming hometrainer meet. The Australian pursuit was won by the Long Bridge team, composed of O. Kronsteiner and John F. Mangum, Jr. The summaries:

Unlimited pursuit—Wonby Long Bridge team (Kronsteiner and Mangum); second, Annapolis Road Shadow-chasers (Brosker and Essex); third, Beau Brummel team (Garrett and Shoemaker); fourth, Sweet William team (Rhoades and Webster).

Two miles handicap—Won by J. F. Webster (scratch); second, L. Rhoades (scratch); third, C. L. Essex (20); fourth, O. Kronsteiner (40). Time, 6:20.

One mile motorpaced exhibition—By "Pop" Allard. Time, 2:38.

One mile motorcycle exhibition—By G. Rogers. Time, 1:56⅗.

One mile scratch—Won by J. F. Webster; second, C. L. Essex; third, L. Rhoades fourth, O. Kronsteiner. Time not announced.

McFarland and Clarke Going to Paris.

Floyd A. McFarland and A. J. "Rocket" Clarke have gotten together again. The rupture between them has been healed and the California veteran and his speedy Australian protege will sail for Europe following the New York six days race. The news leaked out this week simultaneously with an announcement from Paris.

McFarland has been dickering with the French promoters for some time and a suitable contract has been signed with M. Durand, manager of the Velodrome d'Hiver, Paris. McFarland will sail for Europe, in company with Clarke, as soon as possible after the New York six days race.

Clarke has not signed a contract to race on European tracks, but with McFarland as his business manager and advisor it is not thought that the Australian speed marvel will have any difficulty on this score once he reaches Europe.

McFarland has signed to ride the six days race with J. F. Moran, but Clarke has not yet been engaged. Unless the inducement is unusually attractive the Australian would much prefer to remain out of the nerve-racking grind as it undoubtedly would do him harm, if he intends to compete in sprint races within a month after the six days race. Efforts are being made to induce Clarke to ride in the big race, and if he decides to do so he probably will be teamed with Joe Fogler, of Brooklyn.

Clarke has been through one six days race—three years ago—in which he finished seventh in the final sprint, and that race undoubtedly developed him as a rider of the first order. Since that time, however, he has acquired probably all the speed that he is capable of, in which case another six days race might rob him of considerable speed for a few months, at least. At any rate, McFarland and Clarke intend to ride in Europe for several months, and may decide to remain abroad until the Grand Prix and the world's championships.

Bogus Private Owner Suspended.

Retribution finally has overtaken at least one man who posed as a private owner when he was nothing of the sort. Having discovered that Watson J. Kluczek, who finished second in the race for private owners at the F. A. M. championship meet on November 3d, is, as a matter of fact, a dealer in West Orange, N. J., Referee Douglas has disqualified him and ordered that his prize be not delivered. Two other men who competed in the same event are under suspicion and it is Douglas's intention to ask that the F. A. M. competition committee investigate their status and visit punishment on them if the suspicion proves well founded.

Arizona's First Motorcycle Races.

Residents of Phoenix, Arizona, 10,000 in number, saw the first motorcycle races ever held in that State, on November 11th, two events being carded as a feature of the automobile meet. The five miles event for machines with tandem attachments and carrying double was won by F. A. Carr, on an R-S. His time was 8:48½. Thet en miles open went to Victor Redewill, on a Thor, in 14:25¼. The fastest mile was 1:23½.

FABER WINS "TOUR OF LOMBARDY"

Despite Terrific Rainstorm 208 Cyclists Start in 130½ Miles Race—Four in Hot Fight for First lace.

Francois Faber, the French crack road rider who will be teamed with Lafourcade, as the French representatives in the forthcoming six days' grind, has just won a notable victory in Lombardy.

The Tour of Lombardy, as it is called, is one of the most famous Italian road races, and this year it was held on November 8th, embracing a circuit of 130½ miles, starting and finishing in Milan.

Despite a terrific rainstorm 208 riders showed up for the start, made at 7:22 a. m. The race soon narrowed to a fight between Faber, Gerbi, the famous Italian crack; Ganna and Beaugendre, Gerbi being the first to reach Castellanza, 18 miles from the start. Ganna was the first to pass Vareze (38½ miles), Gerbi, Bossetti, Paulmier, Faberand Micheletti following in order.

During the next twenty miles Faber rode well and at Come had worked into second position, Gerbi still leading. The French crack made his supreme bid between Bergama and Monza, passing the latter place slightly in advance of Ganna and Gerbi, the last-named being almost exhausted.

In the last stretch Faber rode better than at any time during the race and finished at Sesto San Giovanni, ten minutes ahead of Ganna, in 7 hours 18 minutes 36 seconds, a record for the course. Gerbi was ten minutes behind Ganna. This makes the second year in succession that the victory has gone to a French rider, Garrigou having won over the same course last year.

Cameron to Train Noted Runners.

George Guthrie Cameron, who was one of America's two representatives in the Olympic bicycle races, has been engaged to train John J. Hayes, the winner of the Marathon race, for his forthcoming match against Pietro Dorando, the Italian runner who finished first but was disqualified because he was helped over the line; Longboat, the Indian, Shrubb, the English long-distance professional, and several other noted runners. It was due largely to the efforts of Cameron who, on a bicycle, accompanied Hayes on the run, that the latter was enabled to score such a coveted victory. Hayes has since turned professional, as has Cameron.

Butler Has Broken Collar Bone.

Whether he has received another fall is not known, but Nat Butler, the American pace-follower now in Paris, will be on the shelf for several weeks. A postal from the American crack was received this week, on which he wrote: "I fell and broke my collarbone, so will be out of the running for a few weeks."



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Globe Girdler Who Gathers Beer Labels.

Robert Hellmich, the young German who is riding a bicycle around the world, the start having been made from New York last July, has reached Seattle, Wash., and will embark for Japan shortly. It is stated that Henry Fisher and George Wilden, the two riders who joined Hellmich at Chicago, but who found the pace too fast, will continue and join the German at Tien Tsin, China, for the hazardous journey through Siberia. Another interesting thing in connection with Hellmich's trip has just been divulged. It usually is the habit for transcontinental and circummundane tourists to register with city officials in the towns they visit. Hellmich, however, calls on managers of breweries in cities along his route, and the pages of his registration book contain a succession of gaudy beer bottle labels. The Teutonic tendency is thus apparent, and as Hellmich may possibly have sampled the various brews he will be able to advise other German tourists as to their respective merits.

Russell Smith Declared a Professional.

Russell Smith, the Scarsdale (N. Y.) youngster who cut a figure in the motorcycle events in this part of the country, officially has crossed the Great Divide of sport and now is a full fledged, hall-marked professional. Chairman Morton, of the F. A. M. competition committee, formally announced his transfer this week. Smith's flip-flop is due, of course, to his connection with the Pickens-Strang troupe of automobile barnstormers who now are "doing" the Southern States. Smith and Arthur Redfern, the professional jockey, are the motorcycle "stars" of the troupe.

Boston Police Nab Expert Thief.

In the arrest last Saturday of Fred Woodbury, alias Fred Whittemore, the Boston police believe they have captured one of the most expert bicycle thieves with whom they have had to contend for many years. Some time ago complaints of loss of bicycles began to come to police headquarters from Cambridge, Waltham and other cities, and on Saturday Inspector Michael C. Shields, who had been assigned to the case, arrested Woodbury, while he was riding away on a bicycle. Woodbury would not stop when hailed by the Inspector, but tried to break speed records up Washington street. Shields nabbed the young man at Dover street and placed him in the Tombs pending the arrival of evidence from Cambridge and other cities where many bicycles have been stolen.

Simple Substitute for Tail Lamp.

As a simple and expensive substitute for the tail lamp for bicycles which has been advocated abroad as a means of protecting riders from being butted into by automobiles, the affixing of a small nickeled or other bright metal disc to the mudguard or rear forks has been suggested. The glare of the headlight of the on-coming motor car on the disc is said to make the latter "stand out" like a bullseye and provide a sufficient warning to the watchful automobile driver. One of the latter warmly indorse the suggestion, adding that reflection of his lamps on the cans on milk wagons had caused the same idea to occur to him.

Los Angeles Benefit for Derkum.

Paul J. C. Derkum, the Los Angeles professional motorcyclist, is to have a "benefit" on Sunday, November 22. It will take the form of a race meet at Ascot Park, Los Angeles, for which ten events are carded. Among them are an hour race, a professional race, record trials, both amateur and professional, and a California "championship" for singles and another for twins, although the F. A. M. rules do not recognize championships of that sort. As Fred Huyck, the mile champion and hour record holder, will compete, more interest than usual will attach to the meet.

Motorcycle Meet that is "Up in the Air."

The motorcycle meet on the Bennings track, which, according to Washington (D. C.) papers, is to be held by the local club on Thanksgiving Day, appears to be a myth or an "orphan." The local organization, the National Capitol Motorcycle Club, disclaims parentage and no sanction has been issued by the F. A. M. competition committee for any meet in the District.

F. A. M. Rules on Challenge Trophies.

As a result of the race in California in which a challenge trophy was offered without a deed of gift or other conditions and in which after winning it the amateur turned professional and then claimed that as the holder he still was entitled to compete for the prize, the F. A. M. competition committee has adopted the following rule:

"In the condition of any trophy offered for competition which is to be competed for more than once, it shall be distinctly stated what class of cycles and riders it is open to and what intervals between contests. In cases where donor does not specify, the rules and conditions under which such trophy is first competed for shall establish the status and shall not be altered except upon written consent of the National competition committee. No trophy of such class shall be competed for unless notice of the competition shall have been published at least (30) days before contest. On good reasons being shown, the club or persons holding a trophy may allow it to be held over for such period as they think fit, subject to approval by the National competition committee. A suitable guarantee may be required for the safe keeping of a trophy, but it must be so stated before such contest at which it is to be competed for. The holder of such trophy shall be considered as entered for the next contest—provided he is still eligible to compete—unless written notice to the contrary is given the committee, but shall not be allowed to compete unless his entry fee is paid before the close of the entries. All competitors shall be deemed to have subscribed to the conditions of competition for the trophy upon signing the application blank, and any dispute which may arise shall be referred to the chairman of the competition committee, whose decision shall be final. The original deed of gift in writing shall be held in custody of the chairman of the F. A. M. competition committee."

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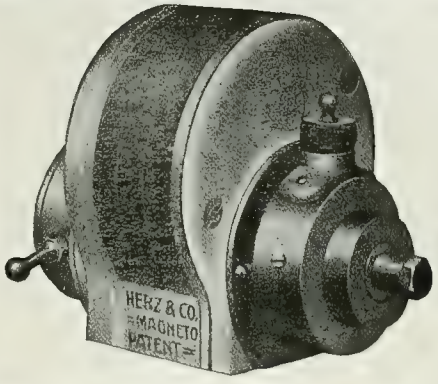
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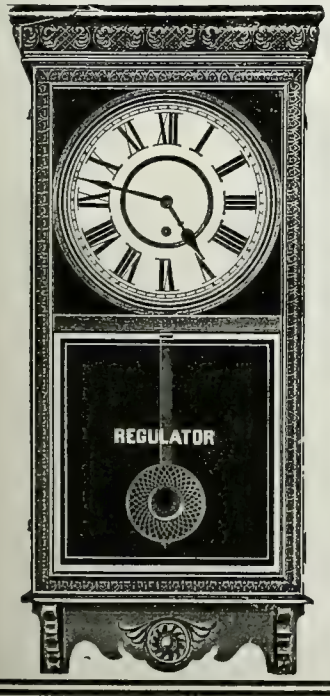
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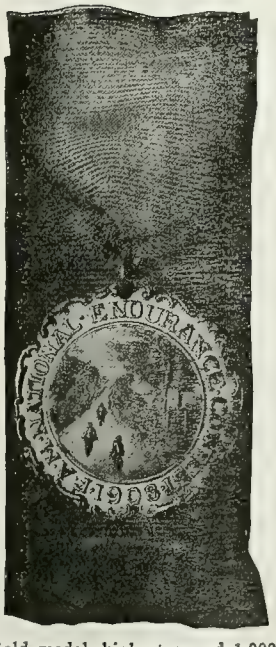
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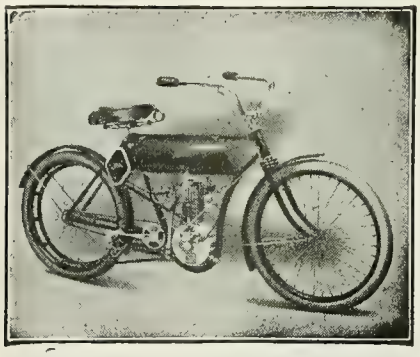
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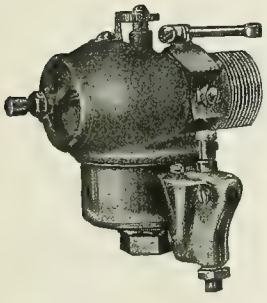
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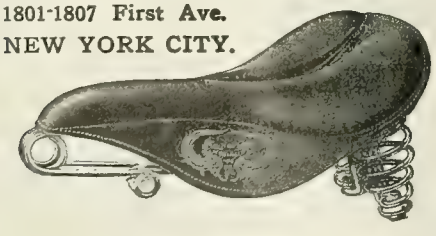
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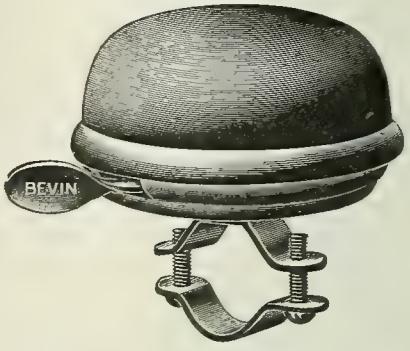
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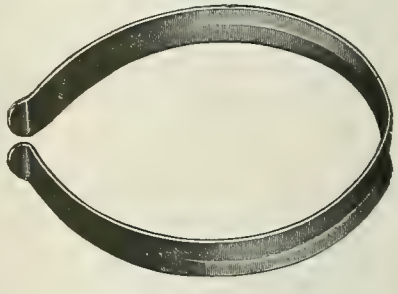
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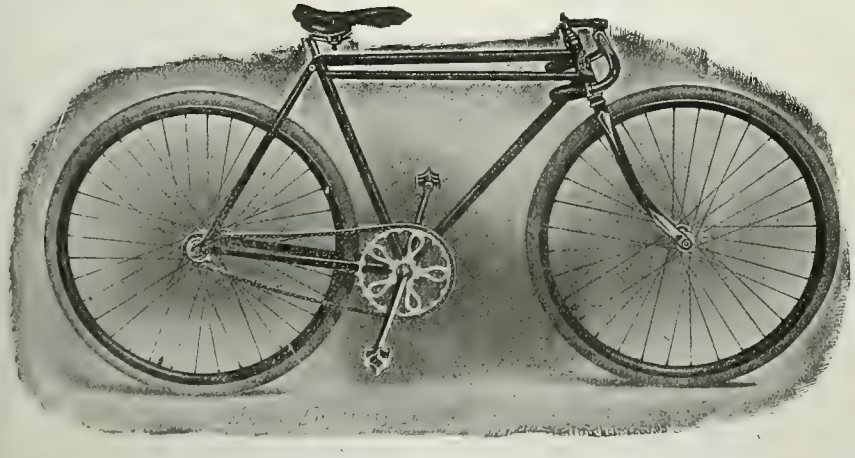
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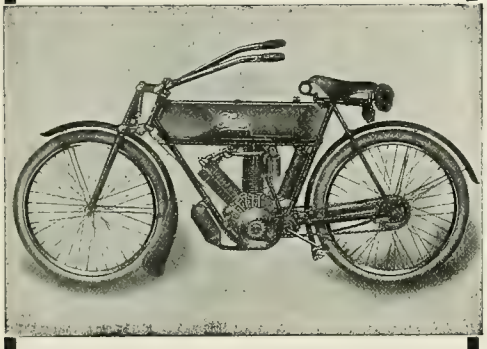


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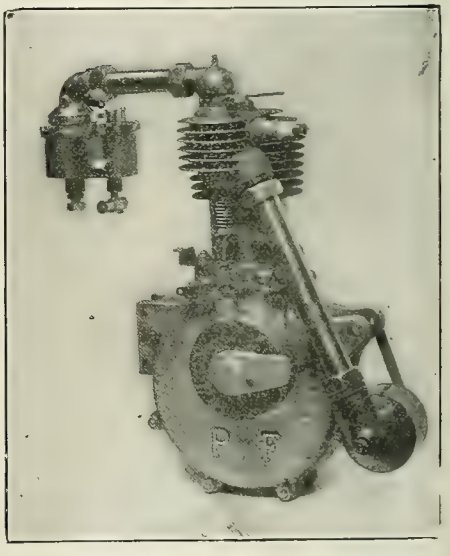
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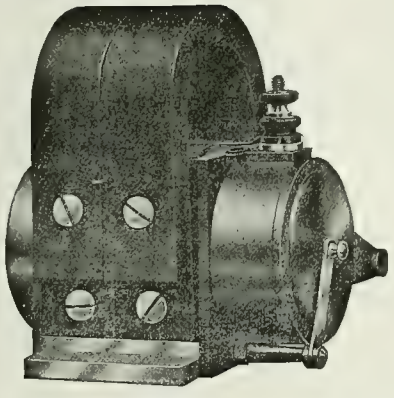
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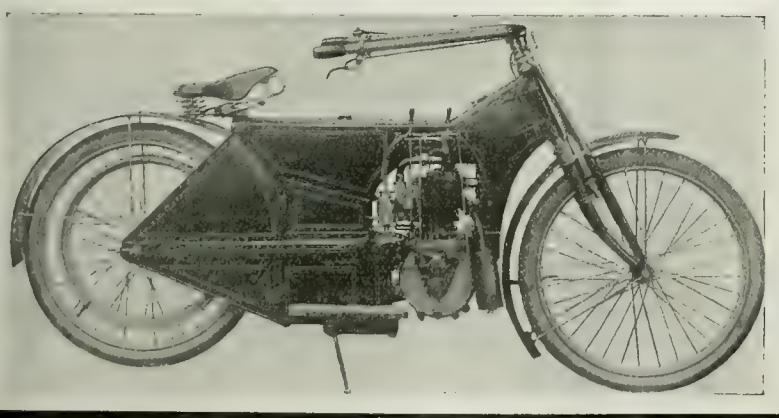
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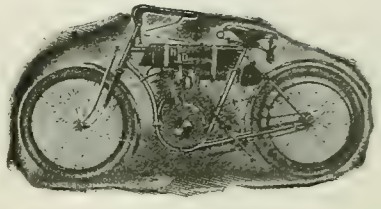
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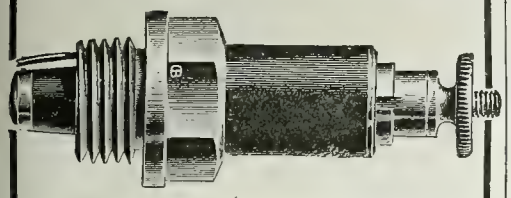
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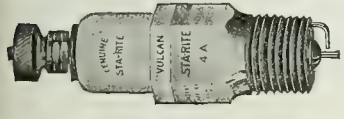


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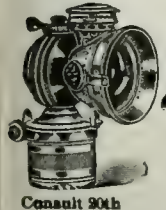
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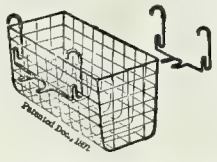
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An Innovation

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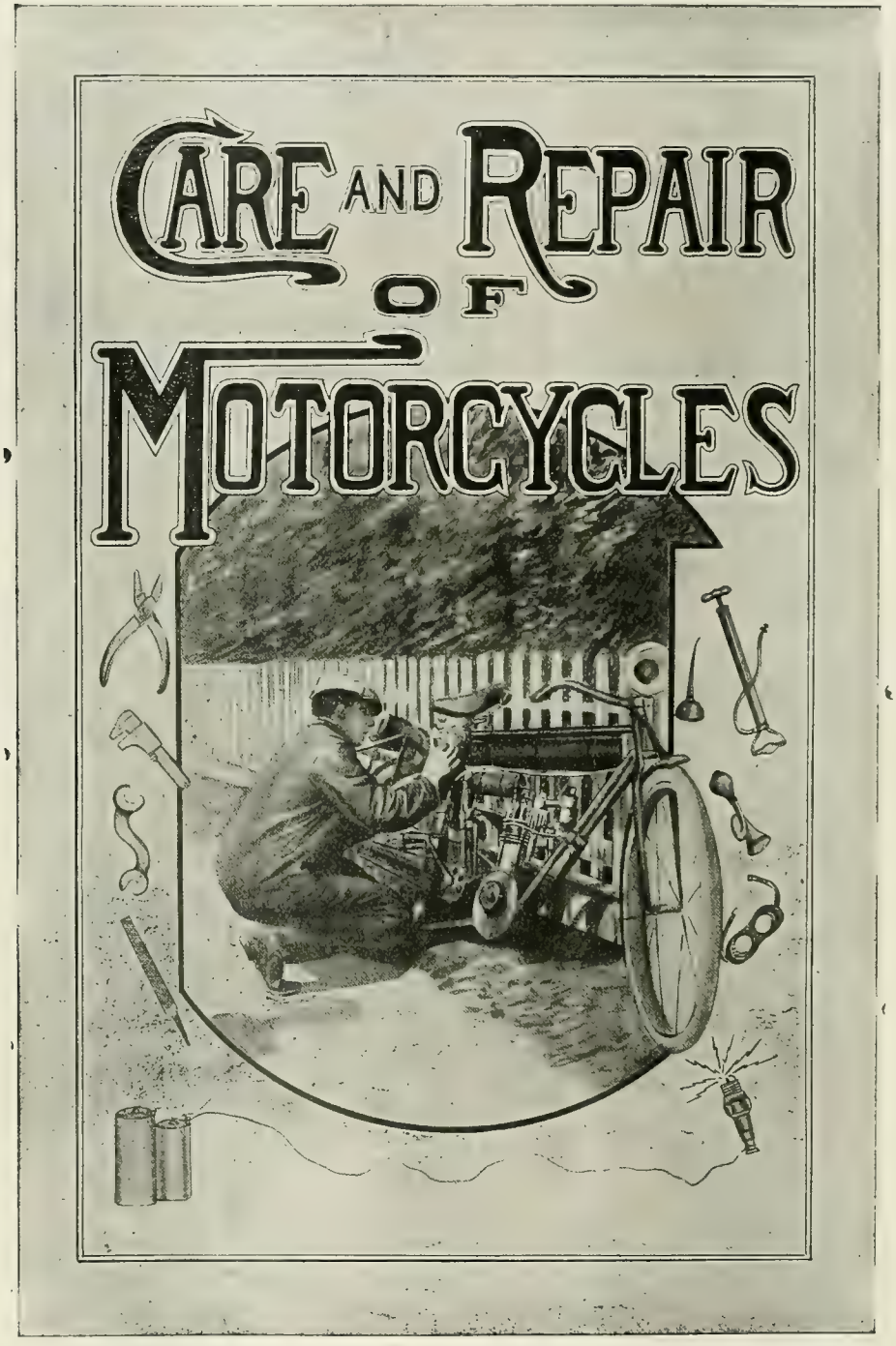


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but it is wise to be so prepared as to be able to
MEET IT MORE THAN HALF WAY
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A living profit is responsible for the first condition; undeviating good quality for the other. Why not share in such happy results?

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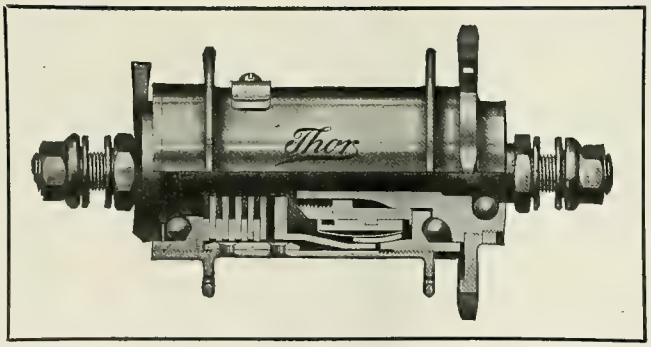
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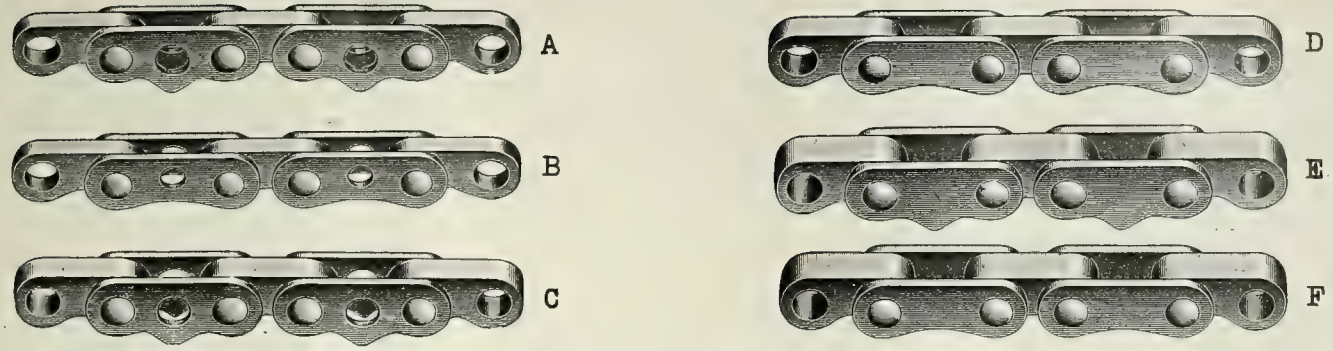
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Bicycle manufacturers should investigate "Whitney" Chains before placing contracts for the season of 1909. For two years we have been making preparations for the coming bicycle chain season. We have been fully settled in our new factory for a number of months and before August 1st we will be making our Bicycle Chains with a new and improved equipment of machinery and tools.

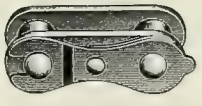
New ⅝-in. Pitch Chain

Roller or Bushing Type



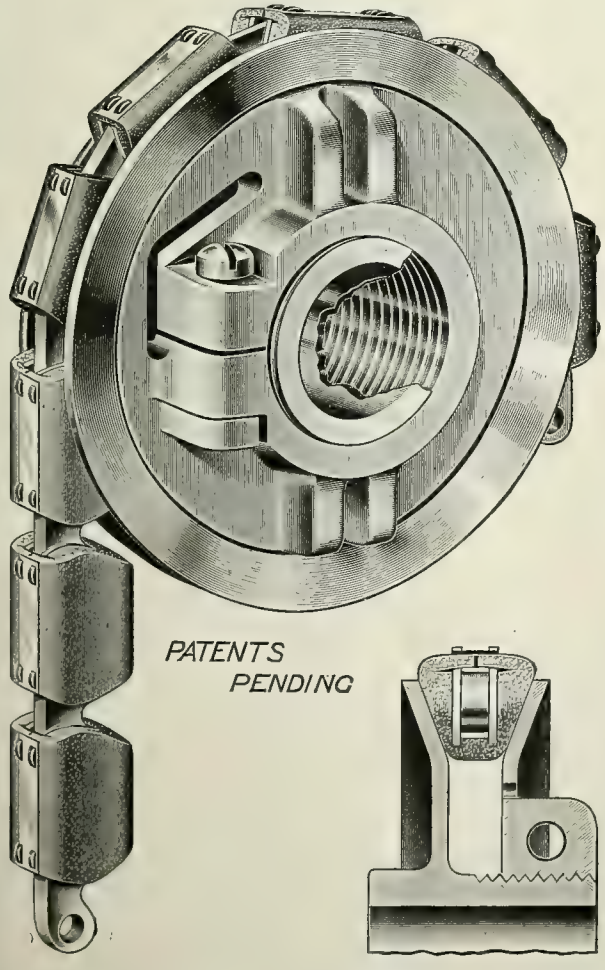
For Motorcycles, etc.

New Safety Connecting Link



PATENTED





PATENTS PENDING

This is the New

"WHITNEY" CHAIN BELT AND Special Adjustable Pulley

FOR MOTORCYCLES,
COOLING FANS,
OILING DEVICES, Etc.

The belt is composed of center blocks, rivets, special side links and leather covers having special form and suitable locking plates. Only the leather comes in contact with the grooved pulleys and the drive is therefore noiseless. The steel chain construction makes the belt absolutely flexible even when running over a pulley of small diameter and it eliminates elongation due to stretch which has been experienced with other types of belt drive.

By means of our Adjustable Pulley the Chain Belt may be given the exact tension required without the use of an idler pulley and without any provision for an adjustment between the centers of the pulleys. The flanges of the pulley are brought together to tighten the chain or separated to loosen same and the adjustable flange is locked in position by the binding screw shown in cut.

The Whitney Mfg. Co.

HARTFORD, CONNECTICUT

Agents Wanted

FOR

PIERCE PRODUCTS

1909 BICYCLE CATALOG READY FOR DISTRIBUTION

Send for a copy; it will tell you why Pierce Bicycles are so far in advance of all other makes. A dealer who is alive to his own interests will handle the Pierce. The Pierce name has a far-flung reputation. Anything well known and highly esteemed sells readily. But something more than reputation is needed. The public wants quality; it insists on having superlative merit.

This is what we offer in the Pierce line, which includes the following models, all good sellers: CHAINLESS CUSHION FRAME, CHAIN CUSHION FRAME, PACER, RACER, ROADSTER and HEAVY SERVICE MODEL.

Also don't forget that we manufacture the four-cylinder shaft-driven PIERCE VIBRATIONLESS MOTORCYCLE. Send for booklet.

THE PIERCE CYCLE COMPANY, 6-22 Hanover St., BUFFALO, N. Y.
DENVER and OAKLAND

Convincing Evidence of Good Tire Service

New York-Chicago Motorcycle Endurance Contest

9 out of 20 machines starting were equipped with Morgan & Wright Tires.
6 out of the 11 riders to finish with perfect scores rode on Morgan & Wright Tires. Two of them covered the entire 1250 miles without even a puncture.

Detroit Speed Trials, Oct. 21, 22 and 23

Fred Huyck broke the mile records, standing and flying start, and rode 61 1-5 miles in 60 minutes, capturing every existing amateur record from 7 to 61 miles inclusive on Morgan & Wright Tires. The record itself proves the absence of tire trouble.

Chicago-Kokomo Endurance Contest

11 out of 20 starters rode on Morgan & Wright Tires.
6 out of the 7 perfect scores were made on Morgan & Wright Tires.
One puncture was the sum total of all the tire trouble experienced by riders using Morgan & Wright Tires.

F. A. M. National Championships New York, November 3

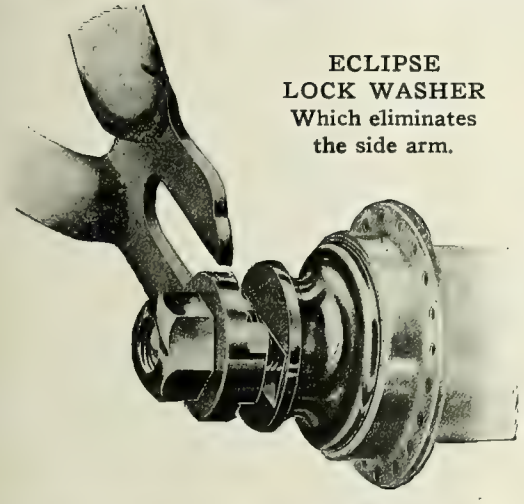
First, second and third places in the one, five and ten-mile races were won on Morgan & Wright Tires. Absolutely no tire trouble.

WILL THEY BE ON YOUR MACHINE NEXT YEAR?

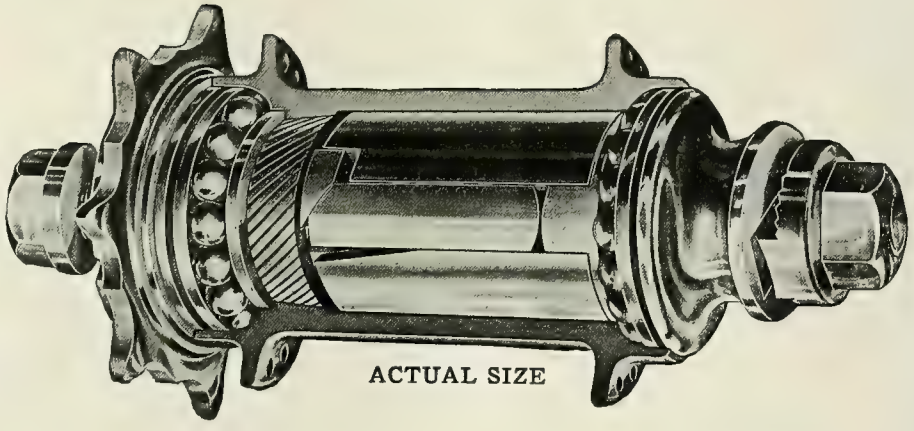
MORGAN & WRIGHT, Detroit

IN A COASTER BRAKE

You want safety—positive safety
Safety at all times
Safety under all circumstances
Safety that does not depend on a chance



ECLIPSE
LOCK WASHER
Which eliminates
the side arm.



ACTUAL SIZE

THE ECLIPSE

with the

POSITIVE LOCK WASHER

insures and guarantees such safety.

There's a Reason
AND A SOUND ONE, TOO.

ECLIPSE MACHINE CO., Elmira, N. Y.

Licensed Coaster Brake Manufacturers.

To the Dealer

EXCELSIOR Auto-Cycles

Have been tested in the crucible of hard practical service and found

GOOD

¶ Every Excelsior Owner is a satisfied owner and every Excelsior Dealer has expressed his appreciation of honest goods and fair treatment.

¶ **Excelsior Auto-Cycles** will be sold by established dealers only; no curb-stone salesmen and no cut prices.

¶ Write us for 1908 proposition, and if your territory has not already been allotted, we will interest you.

¶ Write today; good locations are being rapidly closed up.

EXCELSIOR SUPPLY CO.

233-235-237 Randolph St., Chicago, Ill.

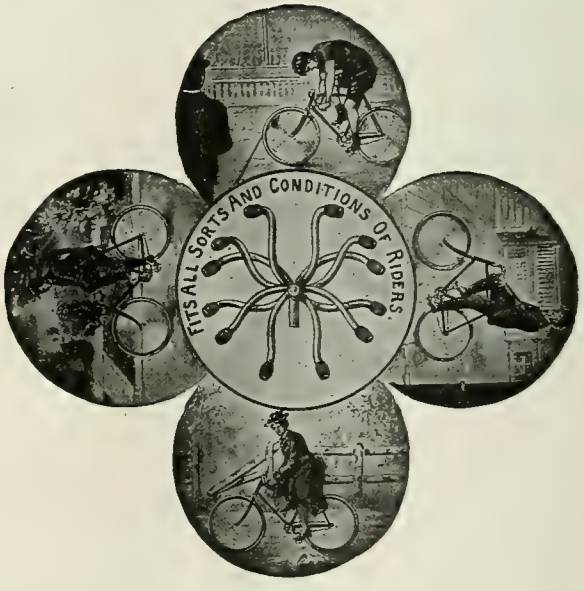
Established 1876

THERE IS BUT ONE HANDLE BAR

that affords comfort to all ages, sizes and conditions of mankind—

The Kelly Adjustable

THE STANDARD BAR OF THE WORLD



AFFORDS TWENTY-FIVE DIFFERENT POSITIONS

and renders pleasure possible no matter what may be the pace or the road conditions. The Kelly Bar fitted to any bicycle adds a strong selling point.

Any bicycle manufacturer will supply it if you insist

KELLY HANDLE BAR CO.

CLEVELAND, OHIO

Diamond

1909

BICYCLE TIRES

COMBINE

Carefully Selected Material

Skilled Labor **Most Rigid Inspection**

Diamond TIRES ARE THE BEST

In our Bicycle Tires, as in other lines, we have gone ahead of 1908 and are able to offer for 1909, DIAMOND TIRES that surpass all previous efforts and—AT ATTRACTIVE PRICES.

DIAMOND TIRES last longest and give the degree of satisfaction to make customers for YOU.

THE DIAMOND RUBBER CO., Akron, Ohio

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NEW YORK.....1876 Broadway	BUFFALO.....715 Main St.
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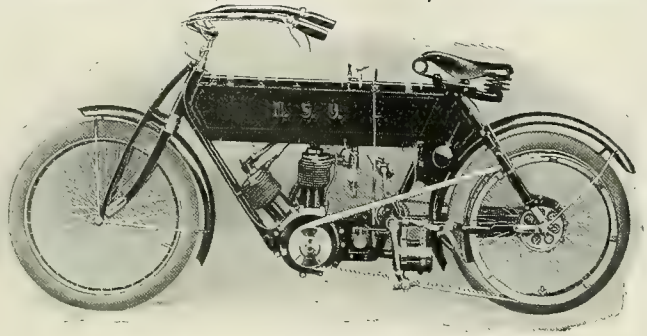
ECONOMY SPEED

THE N.S.U. MOTORCYCLE

gives a most complete range of speed—as slow as you like—as fast as you need, and is exceedingly economic in regards replacements and adjustments, to say nothing of the well proven facts of economic use of gasolene and oil.

1st Class THE N. S. U. TWO SPEED GEAR

1st Class THE N. S. U. NON-SKID BANDS



6 H. P. TWIN TOURING MODEL

SINGLE CYLINDERS 1¾-3-3½ and 3¾ H. P.

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THE N. S. U. CONTROL IS PERFECT AND POSITIVE

and always under the eye. There is no liability of accident because it stays put. 35,000 miles on an N. S. U. with 6 dollars for mechanical replacements is only one proof of the wonderful

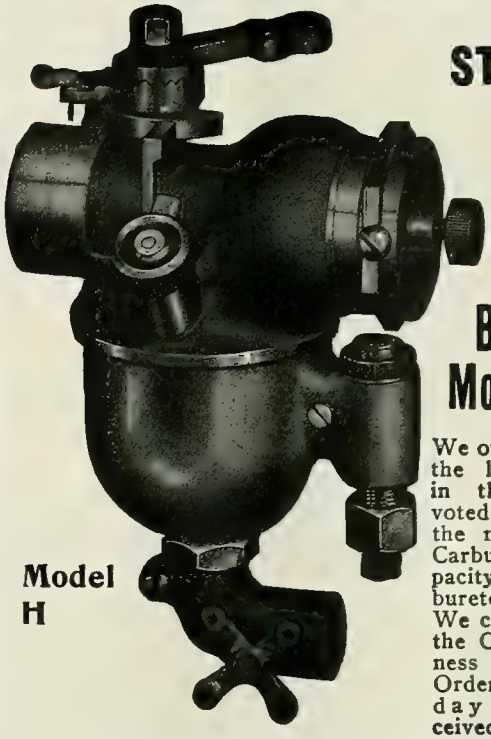
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Write for particulars why the N. S. U. is better than the rest.

N. S. U. MOTOR CO., 206 West 76th St.
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CONTROL ENDURANCE

THE SCHEBLER CARBURETER



Model H

STANDARD OF THE WORLD

Built for Motorcycles

We own and operate the largest factory in the world devoted exclusively to the manufacture of Carbureters. Capacity 20,000 Carbureters a Month. We can take care of the Carbureter business of the world. Orders filled same day they are received.

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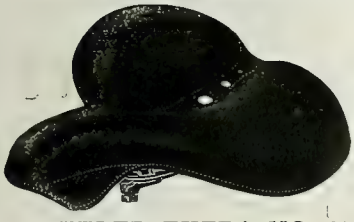
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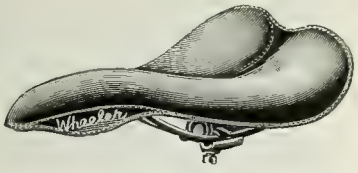
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Auto Supply Co., 14 Columbus Ave., Boston, Mass.
Boston Cycle & Sundry Co., 48 Hanover St., Boston, Mass.
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Hub Auto Exchange, 141-145 Freeport St., Dorchester, Mass.
A. Baldwin & Co., cor. Camp and Common Sts., New Orleans, La.
Angier Company, 9-11 Dorrance St., Providence, R. I.
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John H. Thompson & Co., Detroit, Mich., 206 Jefferson Ave.
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The Original Garford, Wheeler and Christy Saddles



WHEELER EXTRA NO. 20
Equipped with truss or spiral springs.



WHEELER LEADER NO. 390
Fitted with either truss, coil or spiral springs.



WHEELER EXTRA NO. 21C
For women. Equipped with two spiral rear springs.



WHEELER NO. 490
In men's and women's styles. With truss, coil and spiral springs.

The original Garford, Wheeler and Christy Saddles are the result of years of study and broad experience, and are made in our factory at Westfield, Mass., where we have facilities for producing these saddles in unlimited quantities. They include the most popular types in use of which many other makes of saddles are imitations. We invite correspondence with bicycle makers and jobbers relative to their season's requirements.

To Bicycle Dealers:

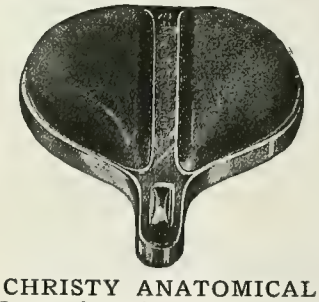
Dealers should insist upon having their bicycles equipped with these genuine saddles instead of the imitations. Comparison shows that in style, grade of leather, stitching, finish of nickel, neatness and strength of metal parts and in uniformity of quality and shape no other saddles are their equal.



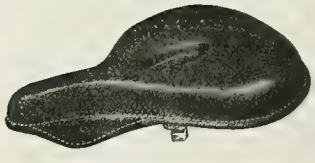
GARFORD NO. 320
For men; also made in women's style. With truss, coil or spiral springs.



GARFORD NO. 284
Equipped with either one or two spiral rear springs.



CHRISTY ANATOMICAL
In men's and women's style.



JUVENILE NO. 330

TOOL BAGS



No. 3.—A high grade bag designed especially for use on the best woman's wheels.



No. 20—A popular well designed high grade bag of large carrying capacity, for use with either men's or women's machines.



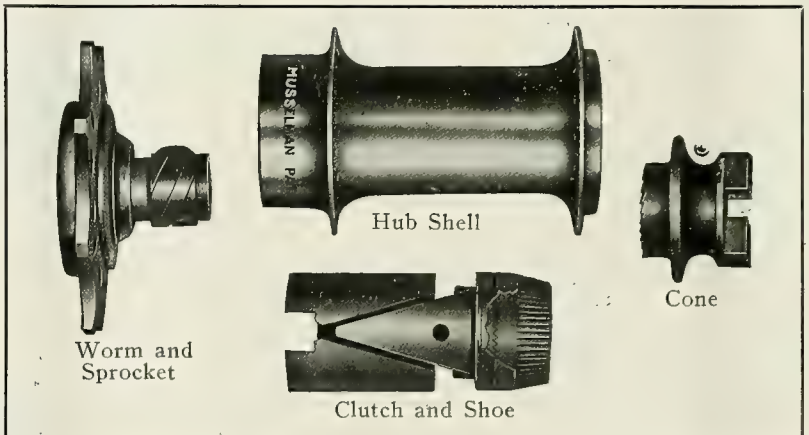
No. 5—A standard type of bag for men's machines much favored by experienced riders.

POPE MANUFACTURING CO., Hartford, Conn.

Simple—Isn't It?

The Musselman

"The Brake Without the Side-Arm."



Coaster Brake

"The Brake Without the Lock Washer."

Well—that's all there is to it

ASK YOUR JOBBER OR WRITE TO US

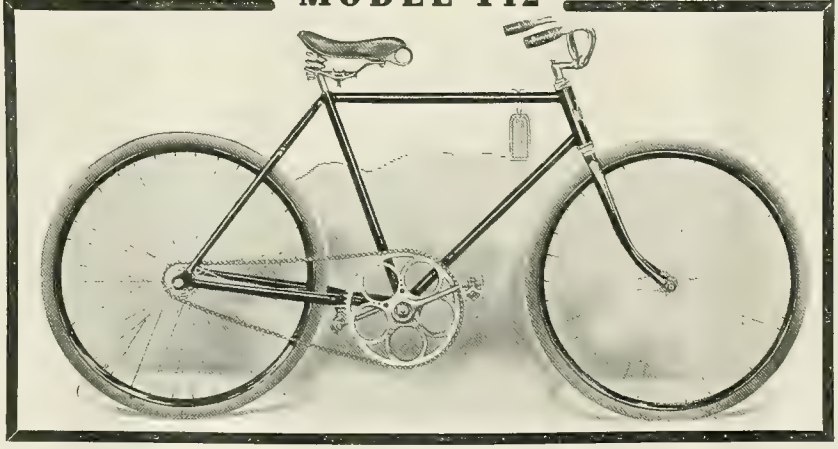
THE MIAMI CYCLE & MFG. CO., MIDDLETOWN, OHIO

LICENSED COASTER BRAKE MANUFACTURERS.

THE RACYCLE "SILENT RIDEABOUT"

MODEL 142

"Runs Like A Belt"



"Runs Like A Belt"

One of the new features of our 1909 line—70 tooth ½" pitch Front Sprocket

Diamond Roller Chain, Turned Head Fittings, Turned Hubs, Musselman Coaster Brake. Write for catalog and agents' prices.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

F. M. JONES, Pacific Coast Representative, Sacramento, Cal.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVIII | New York, U. S. A. Saturday, November 28, 1908 | No. 10

EARNINGS OF BRITISH MAKERS

While Several Report a Decrease They Declare Substantial Dividends—Others Show Increased Profits.

On its capital of $1,000,000, the Rudge-Whitworth Co., the largest producers of bicycles in Great Britain, which bicycles are fairly close imitations of the American type, has declared a dividend of 10 per cent. on its common shares for its fiscal year just closed. Five thousand seven hundred pounds was also set aside to pay dividends on the preferred stock, and £19,054 17s. 5d. carried forward. According to its published report, and including £18,891 12s. 1d. brought forward, the company had an available balance of £34,754 17 s. 5d., which makes the net profit for the year, in round figures, $79,300, as compared with $122,700 last year. The Enfield Cycle Co., another of England's important cycle producers, likewise reports reduced earnings—£7,782 as against £13,684 last year. The latter company again paid 7 per cent. on its preferred stock but on the common the dividend was cut from 10 to 5 per cent. The Triumph Cycle Co. is one of the few front-rankers that reports a substantially increased profit. Its net earnings for the year ending August 31st last were £24,048 as against £16,312 last year, permitting the dividend on the common shares to be increased from 5 to 7½ per cent; the preferred pays 5 per cent. The Centaur Cycle Co. turned its fiscal year with £1,542 in the loss column. J. B. Brooks & Co., the saddle makers, show a profit of £14,265 as against £13,893 last year. J. Lucas, Ltd., the big lamp manufacturers, just topped their 1907 profit—£23,821 against £23,635.

Walton Acquires an Adjustable Pulley.

The Walton Motor Co., Lynbrook, N. Y., who are marketing the Midget Bicar in this country, have secured also the exclusive American rights to the Brown adjustable or variable pulley for motorcycles. In this device the inner pulley flange is formed integral with a sleeve which is keyed to the engine shaft; the outer flange is free to slide on this sleeve and is itself made with an outwardly projecting sleeve on which are cut a number of notches of different depths and with either of these is adapted to engage a peg fixed to the sleeve of the inner flange. By engaging the projection with notches of different depths, the pulley flanges are secured at varying distances apart and the change of gear thus affected.

Preparing for the Pope Reorganization.

The New Jersey court having authorized the receivers of the Pope Mfg. Co. to accept the offer of the reorganization committee, as reported in detail in last week's Bicycling World, steps have been taken to secure the concurrence of the courts of Massachusetts, Connecticut and Maryland, in each of which states Pope property is located. When these concurrences are obtained the new company, which probably will be formed under Connecticut laws, will at once assume control.

Badger Brass Buys a Factory Addition.

The Badger Brass Mfg. Co. have purchased, subject to confirmation by the court, the old Meiselbach bicycle factory which adjoins their own plant in Kenosha, Wis. The increased room which will be thus obtained will greatly relieve the crowding in the Badger works and also will be sufficient to take care of the growth of Solar lamp business for sometime to come.

Yale Drops Its Outside Fly Wheel.

For the 1909 season, the Consolidated Mfg. Co., Toledo, Ohio, will present an entirely new Yale motorcycle. The dimensions of the motor will be 3 5-32 inches bore, 3 11-16 inches stroke, and will develop 3½ horsepower; unlike its predecessor, it will have an enclosed fly wheel.

PLAN TO RESTORE CONSOLIDATED

Creditors' Committee Submits Proposition for Reorganization—Present Status of the Company's Affairs.

Efforts to effect a reorganization of the Consolidated Mfg. Co., Toledo, Ohio, which has been operating under a receiver for the past two years, finally have taken shape, the reorganization plan having been this week submitted to the creditors by the creditors' committee of which W. H. Crosby, of Buffalo, is the chairman. If the plan becomes effective it will assure the creditors about 28 per cent. of the face value of their claims. If it fails and the bond holders institute foreclosure proceedings, the creditors probably will not receive a cent. The plan as outlined by the Crosby committee is as follows:

"It is proposed to incorporate a new company, under the daws of the State of Ohio, with $150,000 preferred 5 per cent. (5%) cumulative stock, and $50,000 common stock, and to refund the $200,000 of outstanding bonds with an issue of like amount of bonds at not exceeding six per cent. (6%). The bonds to be retired $5.000 the first year, and $10,000 every year thereafter; the company to have the option of retiring the preferred stock at one hundred and five (105) and dividends to date of retirement. The preferred stock to be in shares of one dollar ($1.00) each.

"The $150,000 of preferred stock will be distributed among the general creditors, which would pay the unsecured creditors about twenty-eight (28%) of the face of their claims. Fractional amounts of one dollar ($1.00) to be paid in cash on the same percentage basis. The common stock is to be turned over to Mr. W. F. McGuire, the present manager for the receiver.

"The board of directors shall consist of five (5) members, two (2) of whom shall

be elected by the bondholders, two (2) by the holders of preferred stock, and one (1) by the holders of common stock.

"After a careful examination of the entire situation, it is the judgment of the committee that an organization, formed under this plan, will be successful, and will eventually bring to the creditors the greatest financial advantage possible.

"This plan necessarily involves the cooperation of the bondholders, and your committee is assured that if this plan is promptly ratified by the general creditors, that the present bondholders will acquiesce and cooperate in the reorganization and management of the business.

"The bonds are all held by banks, and your committee believes that this plan would assure the necessary financial support for the new company to operate the business successfully.

"We believe that this is too good a business to throw away and destroy, and that under this plan it can be successful and prosperous," is the concluding comment of the creditors' committee.

The net assets of the company as tabulated by the receiver are $549,815.85, and the liabilities $732,993.50, the Toledo plant alone being inventoried at $328,537.75, and the material on hand at $159,545.75, these constituting the largest items. Of the liabilities, $571,751.42 are represented by notes payable and $94,332.65 by accounts payable. The creditors' committee has permitted the valuation of material to stand but has nearly halved the valuation placed on the plant by the receiver and also has generously pared several other items and wholly eliminated others. The committee's estimate of the worth of the estate, based entirely on its value as a going business, is as follows:

Assets.		
Plant, (land, buildings, machinery, tools, etc.)	$150,000.00	
Inventory, (material, etc.)	159.545.75	
Cash	2,832.59	
Accounts	28,483.25	
Notes receivable	17,424.84	
Prepaid accounts	4,882.28	
Kirk plant	20,000.00	
Total		$383,168.71
Deduct:		
Liabilities of receiver.	$7,462.85	
Estimated expense of receivership and reorganization	25,000.00	
		32,462.85
Net		$350,705.86

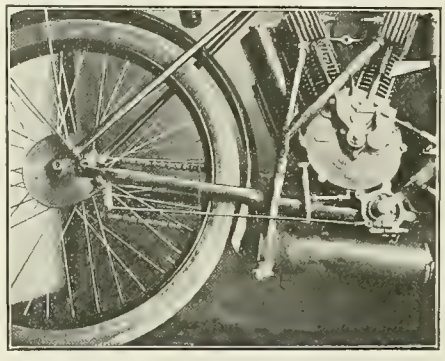
Deducting the amount of the bonds from the net assets as shown, would leave $150,705.86 for distribution among the general creditors.

The sales of the concern since the receivership was instituted have been as follows: September 1, 1906, to July 31, 1907, $539,014.50; from July 31, 1907, to August 1, 1908, $355,552.64. The expenses for the same periods were $496,187.55 and $369,350.12, and the profits from operation $48,043 and $7,972.82, respectively.

BAND BRAKE WITH PEDAL CONTROL

Original Features Presented in Hurck's New Appliance—Simple Operation Combined with Elements of Strength.

With the object of combining the simple action of the ordinary coaster brake with the greater strength possible in band brake construction, John Hurck, of the Hurck Motor and Cycle Co., 109 North Twelfth street, St. Louis, Mo., who is one of the pioneers in the motorcycle business of the West, has produced a device which incorporates not only this, but several other advantages. By transferring the brake actuating mechanism to the hanger, the rear hub is left perfectly plain except for the brake drum at one end, the extra pedal chain ordinarily used is done away with and a brake secured which besides being handled in exactly the same way as the ordinary coaster brake, is free from any tendency to lock, as is claimed, and has no arms to break or work loose.



HURCK'S BACK PEDALING BRAKE

The device is applicable to any machine of modern construction, and as the picture shows, requires merely the substitution of a new hub and hanger for the old. The pedal chain is stripped from the right side of the machine, and in its place is merely a light rod which connects the controlling mechanism in the hanger with the brake band on the hub. On the other side, the motor chain leads to one of a pair of sprockets which are fastened solidly together, while from the second sprocket the driving chain leads to the driven sprocket on the left side of the hub.

The hanger mechanism used in controlling the braking and pedaling action, is similar in principle to that of the ordinary coaster brake. Formed in the center of the pedal axle is a short length of screw thread upon which is mounted a sleeve one end of which is conical and is adapted to engage alternately the braking or driving members according to its position in the hanger. The braking member is a short sleeve mounted in the right end of the hanger, its outer end carrying an arm to which the rod which applies the brake band is attached. The inner end of the braking member is cone shaped and adapted to be engaged by the sleeve when it is at the right end of its travel. Thus whenever the rider backpedals, the movement of the pedal axle causes the sleeve to travel to the right, engaging the braking member and rocking it sufficiently to apply the band to the rear wheel.

The two sprockets are mounted on a second sleeve, of larger diameter than the first which extends almost entirely through the hanger for support, and has a conical surface in the interior of its right end, of such shape that it may be engaged by the outside of the pedal sleeve when the latter is moved toward the left by the forward rotation of the pedals. Thus when the rider pedals forward, the traveling sleeve moves over to the left far enough to engage the sprocket sleeve, establishing driving connection with the rear wheel through the regular driving chain. The device is free from dogs, springs and teeth, and has the further advantage of necessitating but a single adjustment in regulating the chain tension. As there is but one chain, the simple adjustment of the back wheel in its forks is all that is required to take it up.

Benders Barely Escapes with Life.

John Benders, the Philadelphia motorcycle dealer, narrowly escaped death on Monday last, 23d inst., during a fire which almost destroyed his shop at 1346 Wood street. Benders had left the burning building just after the firemen arrived, but suddenly remembered that he had forgotten a small bag which contained his savings. He rushed back into the building, and, fighting his way through the smoke and flames, ascended to the second floor, reaching a bureau drawer where his treasure was locked up.

The firemen were busy fighting the flames, which were caused by ignition of gasolene, but neighbors of Benders noticed that he was nowhere around. They dashed up the stairs and found Benders overcome by the smoke, lying on the floor and clutching his money. They dragged him downstairs and to the open air, where he was soon revived. His eyebrows and hair were singed, but beyond that he suffered little injury.

During the past few weeks Benders has had lots of bad luck. Six weeks ago his place was broken into by thieves and robbed. A watch dog which he prized highly was also poisoned by the robbers. The loss by the fire will be upward of $2,500. The place was not insured.

Gives a Ten Years Guarantee.

Great Britain's biggest manufacturer of bicycles, the Rudge-Whitworth Co., has "gone the limit" in respect to guarantee. It has announced a ten years warranty on its product. The concern, which for years has been at odds with the trade association, finally has made peace with it and has been elected to membership.

WORKING FOR FAIR FREIGHT RATES

Hendee Reports Progress to the Motorcycle Makers—His Amusing Explanation of the Excessive Tariff.

In dealing with the subject of freight rates on motorcycles at the meeting of the Motorcycle Manufacturers Association in Buffalo, President Hendee related an amusing story to illustrate his assertion that the exorbitant tariffs in effect were based on nothing more substantial than illusions.

"Away back in 1902, in the early history of motorcycledom," said Hendee, "a rider chanced to steer his rushing steed through the main thoroughfare of Chicago, and eventually whirled by the Great Northern building where are the offices of the Western Classification committee Now this rider was so proud of his flying steed that he did his utmost to attract attention. He opened wide his muffler, and blew his horn at every sparrow in the street. Long before he reached the Great Northern building many heads could be seen craned far out over the window sills. Among these heads was that of the chairman of the Western Classification committee. Just as the rider flashed by, someone shouted, 'A motorcycle!" The chairman was heard to repeat under his breath, 'A motorcycle!' The next moment he remarked:

"'My! but that was going some. I don't believe the cannon ball goes faster.'

"'I should say not,' remarked one of his colleagues, 'that d— thing was going more that three times as fast as the cannon ball.'

"'More than three times as fast as the Cannon ball,' shouted the chairman (whose pet train was the Cannon ball Limited Express) and the Cannon ball is a first class train! Huh! I'll fix that infernal thing. More than three times first class, eh! Well, that would be about three and one-half times first class, wouldn't it? Well, that is what we will make it; then see how many of 'em 'ill go faster than the Cannon ball.'

"And so the rate has been three and one-half times first class until the first day of this month."

Just how oppressive are the rates and the measure of relief already obtained and the promise of further relief that the future holds, were clearly pointed out by Mr. Hendee, who gave due credit to H. C. Shaw, traffic manager of the Hendee Mfg. Co., who for two years has been vigorously pressing the fight for a lightening of the burden. He said:

"Among the thousands of commodities classified by the various freight classification committees throughout the country there is probably not one which has been more distorted and abused than the motorcycle, especially west of the Mississippi and south of the Ohio and Potomac rivers. East of the Mississippi and north of the Ohio and Potomac rivers, or what is known in railroad parlance as the Official Classification territory, the freight rates on this commodity have always been fairly reasonable. In this section a classification is obtained of one and a half times first class on less than car load, and second class 10,000 pounds minimum car load. There is no question but what this should be reduced to first class less than car load, and third or fourth class car load, but the rates in other sections of the country are so much more oppressive that this is completely lost sight of for the time being; and then again, it is a question if it is best at this stage of the growth of the motorcycle industry to seek a lower carload rating, as that would mean an increased minimum car load weight and it would be necessary for us to load more motorcycles into a car in order to secure the car load rating. When the production of motorcycles reaches the proper magnitude, it certainly will be advisable to seek a lower car load rating, even with the increased minimum.

"There is no question but what the rate of three and one-half times first class which has always been in force throughout the western classification territory was engendered and fostered either by illusion or prejudice, or both. No right-minded person at all conversant with the fundamental principles of railroad rate making would think of levying such a foolish rate on this commodity.

"To illustrate the exorbitance of this rating, consider for a moment the expense of expressing goods. No one thinks of shipping by express except under the most pressing need, yet here was a freight classification which made the freight rate from 75 cents to $1.25 per hundred higher than the express rate to hundreds of points throughout the West, and where the freight rate was lower, there was so very little difference that if time was of any consequence, there was nothing gained through shipping by freight.

"Such a condition cannot exist long if it is met systematically and persistently as has been proved to us by several years of diligent work There came a time when we realized if the motorcycle industry was to continue and prosper, the western territory must be opened, and in order that this might be accomplished, equitable freight rates must be established. Scarcely any one would interest himself in the business with such prohibitive rates in force. He simply could not afford to. So we began petitioning and imploring the classification committee to reduce the rates to a normal basis. We enlisted every legitimate method of persuasion, attended their classification meetings in person; and finally, after two years of hard work, have succeeded in getting the rate down a full class throughout the territory covered by the western classification committee, which takes in the territory west of the Mississippi River, not including Pacific Coast terminals where the commodity rate of $6 per hundred pounds, in any quantity, is in force.

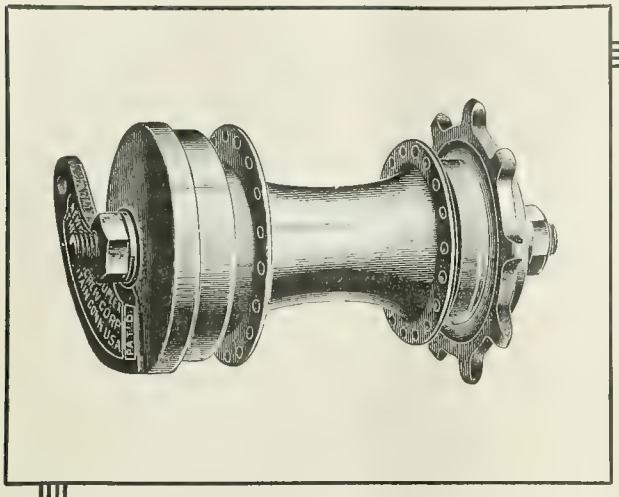
"While this reduction is far from what we are entitled to and what we will eventually obtain, it is a long step in the right direction, and a saving of from $3 to $6 per machine throughout this territory. We have just filed another petition with the classification committee to reduce the rate another full class at their meeting in January, 1909.

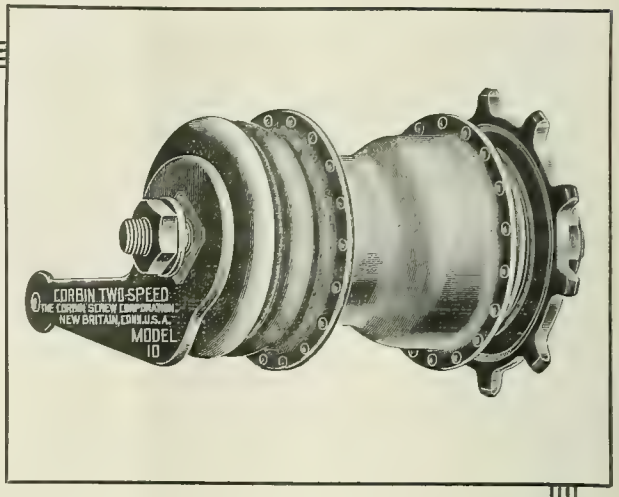
"In the South we were even more successful. Up until very recently the Southern Freight Inspection Bureau ruled that motorcycles were subject to three times first class rating. When the opportunity came we registered a vigorous protest, and continued to hammer at them until the chairman of the Southern classification committee ruled that motorcycles were analogous to bicycles, and entitled to one and one-half times first class. This ruling cut the rate in two.

"In January of this year we prevailed upon the Seaboard freight committee, who established differential rates via Norfolk and all southern gateways into Colorado and Utah common points, to establish a special lower rate on motorcycles into that territory. This rate was made effective April 1st of this year It was a material reduction in less than car load, and was the first and only car load rating on motorcycles west of the Mississippi River.

"A short time after this rate was made effective, the Interstate Commerce Commission ruled that the rate on motorcycles from St. Louis to Denver should not exceed that on bicycles, which is one and one-half times first class. They ordered that such a rate be made effective May 1st, 1908. We followed the matter closely and learned that no tariffs were being published to become effective May 1st, covering this rate. We at once communicated with the Interstate Commerce Commission, and their excuse was that they were so busy in their docketing department that the legal thirty days notice to the railroad companies ordering this rate to be put in had been neglected, but they promised to have such notice issued immediately so that the rate would become effective June 1st. We then communicated with the Seaboard committee and requested them to apply their differentials in accordance with this ruling, which resulted in a much lower rate via Norfolk and southern gateways, both in less than car load and car load lots, to all Colorado common points.

"Relative to Pacific Coast points, we have to say that we have continually petitioned and appeared before the Transcontinental Freight Committee, who govern rates to these points, without avail. It seems that in order to get relief from that section we must appeal to the Commission. We have already made preparations for such action, and at the opportune time, we shall file a formal complaint. There is no question in our minds but that we shall be successful."





Trying to find a better coaster brake than the

CORBIN

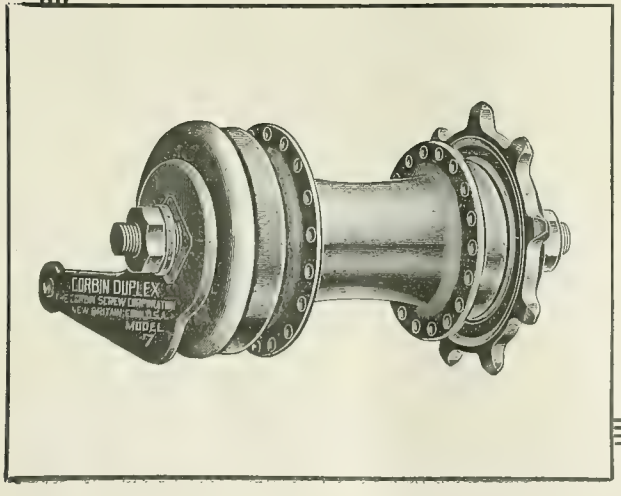
is very much like
DIPPING UP THE OCEAN
WITH A SHELL.

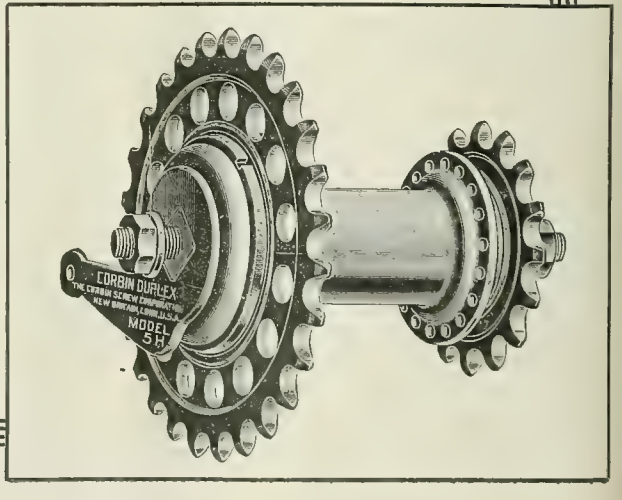
It can't be done.

CORBIN SCREW CORPORATION

NEW BRITAIN, CONN., U. S. A.

LICENSED COASTER BRAKE MANUFACTURERS.





THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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☞Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

☞Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, NOVEMBER 28, 1908.

"Enclosed find $2 to pay for the renewal of my subscription. I would be lost in the bicycle business without the Bicycling World.—R. F. Doyle, Nampa, Idaho.

Reaching Out for Holiday Trade.

Those cycle dealers who purpose reaching out for the Christmas trade in juvenile bicycles must needs begin "stocking up," if they have not done so already, and in "letting their lights so shine that all may see" and know that they have such goods for sale. It is unfortunate that there are not more dealers possessed of such determination and who are not content to sit idle while a desirable business finds its way to department stores and toy shops.

By all the laws of logic such trade belongs to the bicycle dealer and if he made a real effort to do so he would obtain at least a share of it. But it long has been notorious, in the larger cities at any rate, that the dealer who keeps a juvenile machine in stock at any time of the year, is the exception and not the rule.

It is equally notorious, in the little cities as well as the big ones, that while practically every other merchant seeks to obtain some of the holiday dollars the bicycle dealer does nothing in that direction. The idea of placing a few sprigs of holly or of otherwise so decorating his show window as to attract the passer-by, or of displaying a placard appropriate to the season seems rarely to occur to him. If by chance he has a juvenile bicycle in stock, he does nothing to promote its sale. The advisability of an advertisement in his local paper or the distribution of a seasonable circular appears not worth considering.

But the fact remains that Christmastide is a season of easy money and a time when prospective purchasers welcome suggestions. The wise merchant profits by the combination and writes suggestiveness all over every department of his business.

The season holds as much promise for sellers of bicycles as for other merchants, but it is for them to scatter the seed of suggestion where it will do the most good. A window can be made bright and attractive at small expense, and an advertisement or a few hundred postcards placed in the homes where there are children should prove fruitful—such ads or postcards, for instance, as the following:

> The boy who does not desire to possess a bicycle is a rara avis. How about your boy? Can you think of another Christmas gift that is at once so useful, so pleasurable and so bracing?

> A boy and a bicycle—it's a natural combination You have the boy; we have the bicycle. The bicycle is good for the boy. Why not give it to him as a Christmas gift?

> You can't put a bicycle in his stocking, but that boy of yours certainly will appreciate one however it may come to him. We'll have some good ones at tempting prices.

> When seeking an answer to that everlasting Christmas question, What shall we give the children? why not permit bicycles to enter your considerations? Can you think of anything else that is of more real benefit or that will afford so much and such lasting happiness? We have them for boys and for girls.

In homes where there are boys of larger growth the same idea may be applied to motorcycles. A postcard addressed to the youth himself and bearing merely the question, "How'd you like to have a —— motorcycle for Christmas?" is likely to so implant the seed of suggestion that it will bear fruit at any time. It is certain at any rate that no man deserves business who does not reach out for it.

It scarcely is probable that there is even one person connected with the cycle trade who is not sincerely pleased that the Pope Mfg. Co. has so splendidly emerged from its difficulties and again is able to stand on its own feet. The big and generally respected old company had "gone through fire" of greater or less intensity many times and in many ways since it laid the foundation stone of the American cycle industry, but the financial fire was a new experience, and that it came through it with ability to pay 100 cents on the dollar is in keeping with its proud history and reputation. The fact will afford satisfaction of the sort that will add solace to the declining years and impaired health of the founder himself, Col. Albert A. Pope.

Two pictures published elsewhere in this issue bear witness that the Bicycling World's suggestion that motorcycle clubs and gatherings of motorcyclists cease spreading themselves "all over the map" when facing the camera, has borne fruit. These illustrations mark a distinct improvement and permit every mother's son to recognize himself without the aid of a microscope. Now if the motorcyclist who, accompanied by his machine, has himself photographed in long trousers or derby hat, or with coat off and suspenders showing, will but mend his ways, more illustrations creditable to the young sport will be rendered possible.

As motorcycle clubs appear to be averse to calling century runs or near-century runs by their proper designation, possibly the F. A. M. competition committee may find it worth while to create a form of competition to meet the occasion—a point contest, for instance, the points to be scored any old way the promoters may select. Something should be done, at any rate, to insist that the terms "endurance contest" and "reliability contest" shall not be cheapened or misused by being applied to the one hundred and odd miles club run. As it is, the official limit, 300 miles, is none too short.

"Enclosed check to pay for my subscription. I could not do without the Bicycling World.—C. H. Danforth, Whittier, Cal.

CORRESPONDENCE

Repairman Tells of Puzzling Troubles.

Editor of the Bicycling World:

I am a subscriber to your journal and could not do without it as long as I am in the motorcycle business. I now have a few questions I wish to ask and would appreciate any help you may give.

1. We have in our shop a 1907 Wagner motorcycle that gives us considerable trouble in the vibrator box. In the first hour's run she is likely to go dead at any moment, then the rider has to clean the contact points, which seem to have oil, dirt and water on them; the vibrator seems to sweat. The machine keeps up this trouble for some time and very often it will not go over 200 or 300 yards before the cleaning operation must be repeated. Can you offer a remedy?

2. We also have a Yale that the rider has to chase for 30 or 40 yards when starting before it will explode, and when it does begin to fire it is very irregular until the machine gets hot, after which it runs nicely. This machine also consumes twice as many batteries as machines of greater horsepower.

3. A few days ago one of our customers brought in a 4 horsepower M-M Special, in which he had succeeded in so completely "readjusting" the carburetter and electrical appliances that it would not mote at all. We righted the electrical troubles, but failed on the thing called a carburetter. At times the machine will start off and run well for a few seconds, then it will begin to miss and make very loud explosions, and finally quits. We have tried in vain to adjust the carburetter, but utterly failed.

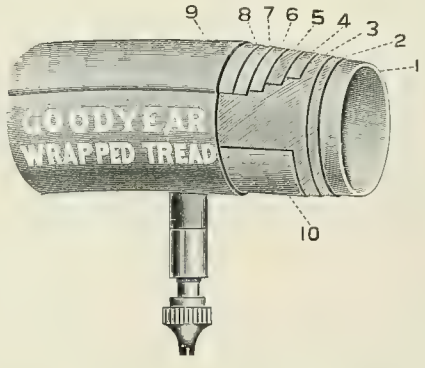
We have had considerable experience with motorcycles in all their various ailments, but this one puzzles us. We would be very thankful for any suggestion you see fit to offer. W. D. PATE, Hartford, Ala.

[(1.) Apparently the bushings need renewal and the motor a thorough flushing with kerosene. The dirt and water can come only from a base long undrained or an inferior quality of oil. (2.) Fuel level in carburetter probably is too low and contact points too close together; the long contact will account for the excessive battery consumption. (3) When a novice has "readjusted" his machine only the Lord knows what is likely to result. The symptoms described suggest everything from an unduly low fuel level and a leaking or "waterlogged" float to a loose cam, a leak in the intake pipe and a weak inlet valve spring. But we know three intelligent men who once spent the better part of two days in seeking the cause of somewhat similar trouble, before they thought of trying a new spark plug and simply because the old one was comparatively new and looked clean; and we also knew one other who tore down his engine before he thought of bringing his contact points closer together. Surely "Care and Repair of Motorcycles" should prove fruitful of suggestion in such cases.]

Tire that Permits of Retreading.

It is not generally known that the wrapped tread style of tire construction, which is made much of in the automobile world, is employed in the production of at least one line of bicycle tires made by the Goodyear Tire & Rubber Co., Akron, O. The tire in question is shown by the accompanying illustration which also helps to explain the method of construction. The successive layers as numbered are as follows:

1, Para rubber inner tube. 2, Specially selected Sea Island cotton. 3, Specially selected Sea Island cotton. 4, Layer of springy rubber (for resiliency). 5, Breaker strip. 6, Layer of springy rubber (for resiliency).



7, Extra layer of rubber for re-inforcing tread. 8, Extra layer of rubber for re-inforcing tead. 9, Cover of toughened rubber. 10, Reinforcing strip to prevent rim cutting..

The breaker strip designates the point to which the tires can be ridden with safety before retreading is necessary.

The tire is cured slowly in live steam at low temperature, a process which, while being very expensive, preserves the life of the rubber.

Apart from the initial durability afforded by this form of construction, the Goodyear people claim that as their wrapped tread tire is the only bicycle tire that can be retreaded, and at nominal cost, it will last three times as long as other tires, although its cost is but little more.

Doctoring Poorly Designed Carburetter.

Although it is not generally appreciated it is doubtless a fact that a considerable amount of fuel is wasted from poorly designed carburetters when the car is running, owing to improper float regulation and consequent dripping from the base of the mixing chamber. To obviate this, it is well in some instances to "damp" the action of the float valve in some way, thus making it less responsive to the dancing action of the float. Sometimes this may be accomplished by limiting the travel of the valve, sometimes by stiffening the action of the light mechanism which connects the valve and float. At all events, it is not sufficient to see that the float chamber does not overflow when the car is standing still and the motor at rest. This must not occur when the engine is being raced, or when the car is running over rough ground. In either case, the waste is at once a source of a small amount of expense and a great amount of danger.

COMING EVENTS

December 7-12, New York City—Fifteenth annual six days race in Madison Square Garden.

January 16-23, New York City—Motorcycle section, Association Licensed Automobile Manufacturers' show in Madison Square Garden.

February 6-13, Chicago, Ill.—Motorcycle section, National Association Automobile Manufacturers' show in Coliseum.

March 6-13, Boston, Mass.—Motorcycle section, Boston Automobile Dealers' Association's show in Mechanics Building.

One Way of Grinding in Valves.

Where the motor happens to be placed in such a position that it is difficult to get at the heads of the valves with a screw driver when grinding them in, it is frequently possible to obtain fully as good results by simply bearing down on the head of the valve with some blunt tool held in one hand, while with the other the screw driver is twisted back and forth with its blade inserted in the cotter pin slot in the valve stem. So long as the pressure on the valve is exerted at somewhere about its center, it makes no difference at what point the turning action is applied.

What Acceleration of Motor Indicates.

Some little controversy has arisen over the question: Why does a very slight movement of the exhaust lifter often cause the motor to accelerate? Most riders, perhaps, are inclined to the belief that it does not so quicken, while those who have found it to be the case, ascribe it variously to a worn cam which does not give sufficient lift to the valve ordinarily; to an excess of clearance between the lifter and the end of the valve stem, which brings about the same result; and to a defect in the setting of the cam.

Diamond Rubber Improving a Street.

For a huge manufacturing concern to offer to repave practically an entire street free of expense to its home city is an incident as unusual as it is unexpected. Just such an offer has been made by the Diamond Rubber Co., to the city of Akron, Ohio, the privilege being asked in return for the right to utilize a small portion of the street in order to connect recent additions to the plant. The offer has been accepted and the work will cost $20,000.

STUBBS SLASHES WORLD'S RECORD

Birmingham Motorcyclist Clips 14 Minutes 35 Seconds from 100 miles Mark—Mile-a-Minute Often Exceeded.

Robert Stubbs, of Birmingham, Ala., on Tuesday of this week, 24th inst., not only broke the American track record for 100 miles, when he covered 100 laps of the Birmingham fair grounds track in 1 hour 47 minutes 44 seconds, but he slashed the world's record as well.

The first official 100 miles race ever held in America took place at the Point Breeze track, Philadelphia, October 10th last. Stanley T. Kellogg, of Bridgeport, Conn., won the event in 2 hours 5 minutes 5⅘ seconds, thereby establishing an American record for the distance. The world's track record for 100 miles was 2 hours 2 minutes 19 seconds, made by H. A. Collier on the Canning Town track in England.

Stubbs's brilliant performance on Tuesday therefore breaks the American record by 17 minutes 21⅘ seconds and clips 14 minutes 35 seconds from the world's record. The performance is even more wonderful when it is considered that the world's record was made on a banked track while Stubbs rode on an ordinary mile dirt track. Stubbs rode a 5 horsepower twin Indian.

Stubbs has made a wonderful record this year, not having a single defeat scored against him. He was particularly anxious to inscribe his name on the record books and hit upon a 100 miles race as the one most to be desired. Sanction was secured from the Federation of American Motorcyclists, through R. S. Morton, chairman of the competition committee.

The race started promptly at 2 o'clock Tuesday afternoon and quite a large crowd went to the fair grounds track to see its local champion knock smithereens out of Father Time. The timekeepers and scorers were Dr. H. Denegre, Carl Stocking, Jack Biddle, William H. Tarrant, J. A. Matthews, A. T. Reeves and Herman Howell.

Four riders started including Stubbs, the other contestants being A. W. Meagher, G. W. Doyle and C. A. Dewitt. Stubbs secured the lead at the start and after that he was never headed.

In fact, after the 15th mile he was the only rider left upon the track, the others having withdrawn through mishaps. Stubbs had to stop in the 45th mile, the time lost being 30 seconds. The only other stop was made in the 91st mile, when the young record breaker lost 31 seconds. From the 91st mile to the finish Stubbs simply ate up the distance amazingly. Many of the miles were made in less than one minute, the slowest being two miles in two minutes flat.

The brilliancy of Stubbs's wonderful preformance will be appreciated when it is stated that the best one man automobile record for 100 miles is 1 hour 53 minutes 21⅘ seconds, 5 minutes 35⅘ seconds slower than the time made by Stubbs on Tuesday. As nearly as can be reckoned Stubbs's average time per mile was 1 minute 4⅗ seconds.

The times for the intermediate miles have not yet been announced but it is certain that Stubbs established world's records from 62 miles upwards.

Derosier Wins in a Dizzying Race.

Whether or not Gus Lawson is a superior rider on a big track, with which he is better acquainted, Jacob Derosier proved last Saturday night, 21st inst., that he is invincible on a small track. In a long match race between Derosier and Lawson on the Paterson armory saucer—the only event on the program—it was proved that racing on a 12 lap track was no child's play as some of the spectators seemed to think. Both men were mounted on Indian motorcycles of the same horsepower and the race was all Derosier's from the very start, Lawson being compelled to leave the track because of a mishap near the finish. However, Derosier was ahead at the time and increased his lead to 2 miles 4 laps at the end of 50 miles, the distance of the match.

The time was fast—1 hour 18 minutes—which establishes an American professional record for the distance; the new competition committee of the F. A. M. is now taking cognizance of such records. That a 50 miles race on such a small track is a nerve-racking contest was plainly shown. Derosier says that it was the hardest race he ever rode and the fact remains that at the finish he was so done up by the long strain that he had to be lifted from his machine.

Derkum Benefit Postponed by Rain.

On occasions, at least, California's "glorious climate" is the same as that to be found anywhere, and this proved the case on Sunday last, 22d inst., when the Paul J. C. Derkum benefit race meet was to have been held at the Ascot Park track, Los Angeles. It had been freely predicted that all the existing records would be slashed, as California's climate is supposed to enable riders to make two or three seconds faster per mile than can be done in the east, and Fred Huyck, the hour record holder, was present to discover how true is the assertion. A crowd of 2,000 persons were at the track when a drizzle set in before the time for the start of the first event and from a drizzle it progressed to a downpour. The riders tried the track, but found it so slippery as to be dangerous. The spectators received rain checks for next Sunday afternoon, 29th inst.

Motorcycle Delivery for Laundry.

Springfield, Mass., claims the distinction of having the only Chinese laundryman-motorcyclist in America. Chin Yep, a progressive Mongolian of that city, has purchased an Indian motorcycle delivery van to facilitate the delivery of clean collars, cuffs and other articles of wearing apparel that have been entrusted to his care.

FOREIGN TEAMS DUE HERE TODAY

Wills, the 61 Miles an Hour Rider, Accompanies Them—Composition of American Six Days Teams Disarranged.

When the French line steamship, La Lorraine docks in New York City this morning, there will disembark what are expected to prove six of the fastest bicycle riders ever sent from Europe to compete in a New York six days race, in addition to the first man to ride a bicycle more than 60 miles in one hour.

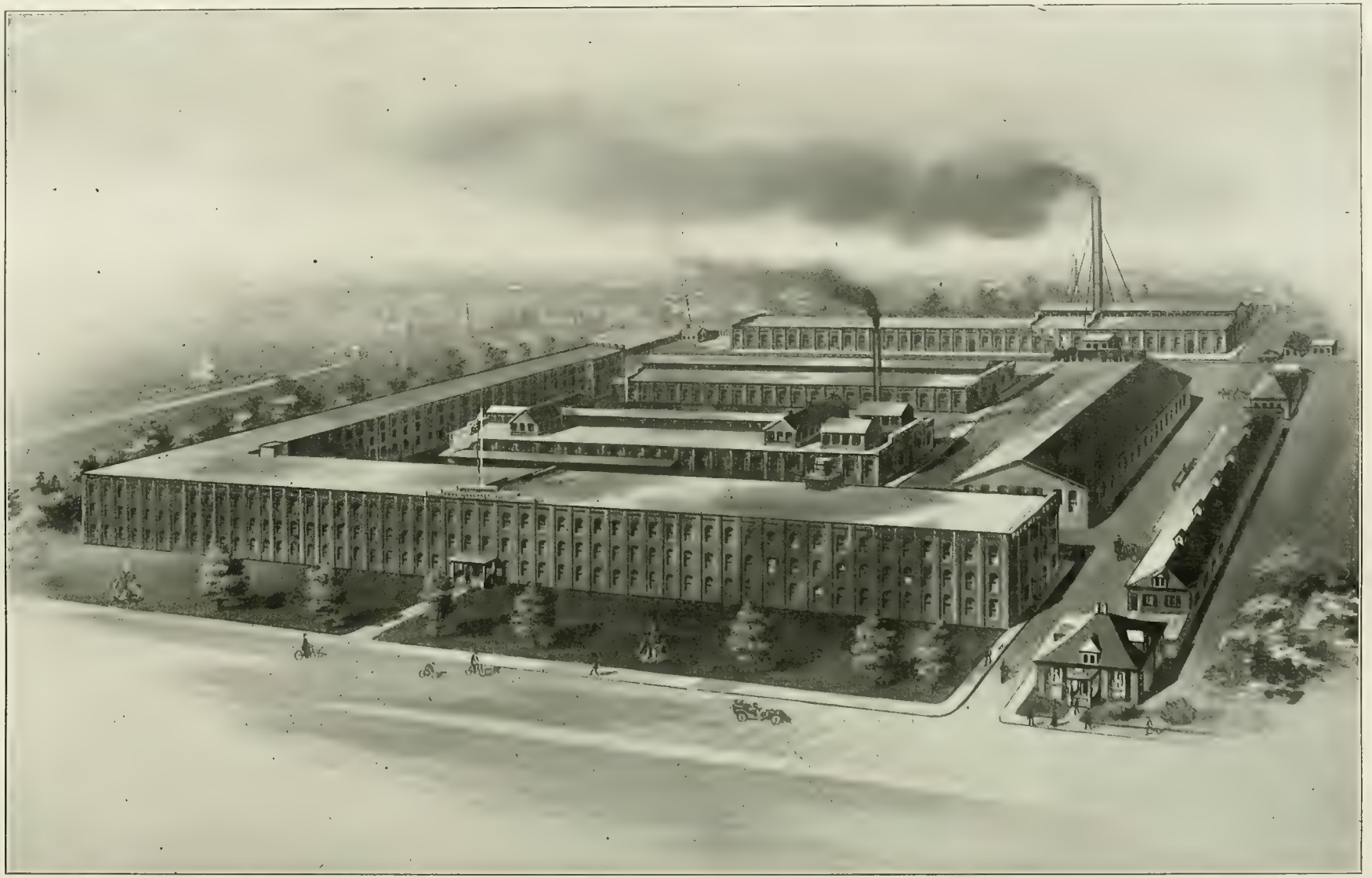
In short, the foreign teams that will participate in the 15th annual six days race, during the week of December 6th to 12th, are due to-day, in adition to Arthur E. Wills, the little English pace follower and world's hour record holder, who is to meet R. J. Walthour in a motor paced match race Saturday night next, December 5th. The foreign six day riders are, by teams: Walter Rutt and John Stol, the German-Dutch combination which carried off the honors last year; Victor Dupre and Leon Georget, the French pair who finished third last year; Francois Faber and Henri Lafourcade, a new French team, and Roger Labrousse and Maurice Brocco, a French-Italian combination that is expected to assist in breaking the long-standing record put up by Miller and Waller many years ago. Immediately after landing the foreign riders will begin trainig at Newark, N. J., under the direction of Dave Coburn.

Because of injuries received by some of the riders in the Boston six days race even Promoter P. T. Powers does not know "where he is at," regarding the American teams. Lawson and Anderson practically are assured as a team, but Menus Bedell may have to secure another partner if his brother John does not recover from his broken collar bone. Floyd Krebs also has a broken collar bone that doubtless will keep him out of the contest.

Walter A. Bardgett and Pat F. Logan were paired, but whether Bardgett, who was injured in the Boston race, will be in condition to go through the New York grind remains to be seen. Bardgett still is in Boston City Hospital, but expects to leave in a day or so. McFarland and Moran and De Mara and Hollister are assured teams and Palmer and Walker will represent Australia. Walthour probably will be paired with Root, and Cameron said this week that he expects to ride with Fred Hill. The latest news from Boston is that Peter Drobach will be hitched with Matt Downey. Regarding the other teams nothing is known.

It was learned this week that efforts are being made to sign "Major" Taylor to ride in a three-cornered match against Frank L. Kramer and Victor Dupre on Saturday night next. Taylor may be induced to meet Kramer in match races during the week.

THE PLANTS WHEREIN THE AMERICAN BICYCLE AND ITS COMPONENTS ARE PRODUCED



II.—POPE MFG. CO'S FACTORY AT WESTFIELD, MASS.

TWO BAD SPILLS IN FINAL MILE

Lawson Wins Boston Six Days Race Despite His Tumble—Last Year's Mileage Exceeded by 183 Miles.

		Miles.	Laps.
1	Iver Lawson-Anderson	1,320	1
2	Mitten-Logan	1,320	1
3	Vanoni-Williams	1,320	1
4	Root-Collins	1,320	1
5	Mackay-Drobach	1,320	1
*	Clarke-Fogler	1,320	1
*	Bardgett-Fred Hill	1.320	1
*	McFarland-Moran	1,320	1
*	Krebs-Rupprecht	1,320	1
*	Hollister-De Mara	1,320	1
11	Devonovitch-Halligan	1,319	1

* Fell during final mile.

In one of the wildest scenes ever witnessed on a bicycle track in this country, equalled only by the sensational fall several years ago in New York City when Walthour won the six day race with the rest of the field down and out, Iver Lawson, of Salt Lake City, last Saturday night, 21st inst., won the 10 hours a day six days race which finished in the Park Square Coliseum at Boston, Mass. Worthington L. Mitten, of Davenport, was second, and Charles Vanoni, of New York City, finished third. The respective partners of Lawson, Mitten and Vanoni were Anderson, of Denmark; Logan, of Boston; and Williams, of Salt Lake City.

The finish was the most spectacular ever seen in Boston and was marred by two sensational spills in the final mile. The first tumble resulted in one rider going down with a broken collar bone, while the second mishap, within a few yards of the tape, sent one rider to the hospital, unconscious and badly shaken up.

Ten teams were tied when the sprint for the final mile started and riders left upon the track to fight for positions were Clarke, Lawson, Bardgett, McFarland, Krebs, Mitten, Root, Vanoni, Mackay and Hollister. A crowd of 10,000 people was packed in the big building and the greatest excitement prevailed as the ten riders began the last mile.

Floyd Krebs took the lead, followed by McFarland and Root, the latter working up to the leading position in the second lap, only to lose it to McFarland in the next. The veteran Californian kept in front for awhile until Vanoni, in an effort to get to the front, bumped into McFarland. Krebs, Mackay, McFarland and Hollister went down, and the rest of the field miraculously escaped. Krebs was out with a broken collar bone and McFarland was badly bruised about the legs, but Mackay pluckily remounted and set sail after the flying field.

Root set a terrific pace for four laps, followed by Lawson, Clarke, Bardgett, Mitten, Vanoni and Mackay. Lawson got to the front less than two laps to go and the way the Salt Lake City hard-luck rider worked his legs was a revelation. Clarke worked up to Lawson's crank-hanger and at the last turn into the stretch both men were fighting neck and neck with Bardgett on Clarke's wheel ready to uncork his last jump.

Just how the fall occurred is not known, as it happened so quickly. The entire 10,000



IVER LAWSON

people were on their feet yelling like mad, for a great finish between Lawson, Bardgett and Clarke seemed imminent. Suddenly Clarke's bicycle was seen to slip from under him, just as the stretch was entered. Lawson wabbled an instant as Clarke fell



WORTHINGTON L. MITTEN

against him, but straightened up and the popular little Australian fell. Clarke's fall made Bardgett swerve up the bank and the Buffalo crack was hurled against the railing that circles the top of the saucer. Bardgett was picked up unconscious and rushed to the City Hospital. Fortunately his skull was not fractured, but the very popular up-State rider was badly cut and bruised and received a severe shaking up. Bardgett will be out of the hospital this week, it is hoped.

The most remarkable part of the unfortunate collision at the finish is that more riders did not go down, for they were riding as fast as possible. Little Mitten, one of the heroes of last year's grind, came out of the ruck for second place, while Vanoni scored third, Root fourth and Mackay fifth. The last named deserves a great deal of credit for he did not lose his head after falling in the fourth lap and continued to the finish, landing fifth money for himself and partner, Peter Drobach. The other teams had to divide the remainder of the prizes

The riding during the day was not sensational for all the riders preferred to take their chance in a final sprint, rather than wear themselves out by useless jumping. The favorite of the crowd during the afternoon was Theodoresky Devonovitch, the bearded Russian, who rode alone hour after hour. After riding a few minutes early in the afternoon, Halligan, his partner, quit and the big Russian gamely determined to finish the race by himself. The team already was two laps behind and lost several laps when Devonovitch was compelled to stop and eat. The field was generous and let him gain several of the laps he had lost. The crowd appreciated his exhibition of gameness so much that a collection was taken in the oval and the result given to Devonovitch. When he was called from the track just before the final mile was started, the Russian was given one of the biggest demonstrations ever accorded by a Boston audience.

The record of 1,147 miles 1 lap for a ten hours a day six days race, made last year was unmercifully slashed. During the day the riders covered 218 miles, making the total for the 60 hours of actual riding 1.320 miles 1 lap. This is exactly 183 miles greater than the mileage of last year.

With all the teams except the Halligan-Devonovitch combination starting on even terms, it was thought that there would be a big break in the tie on Friday, and this fact was responsible for the largest crowd of the week. The lap steal did not materialize, however, although the McFarland-Moran and Fogler-Clarke combinations almost placed one-tenth of a mile between themselves and the remainder of the field.

The day's racing started at 3 o'clock in the afternoon, and while all the men were strong and speedy their faces showed the strain of 40 hours' riding. It is a well known fact that it is not the physical exertion that makes six day riders have black rings around their eyes, sunken cheeks and drawn mouths. It is the mental anxiety as much as the physical effort that brings this about. With the end coming in sight and practically all the teams on even terms, it was not surprising that some of the riders looked worried, as riders who earlier in the week were busy trying to escape being lapped were starting to figure their chances

of getting an advantageous position in the final mile.

The riders came to life about 7 o'clock in the evening and Hollister shook up the bunch several times in a way that set the big crowd cheering Halligan, one lap behind, tried several times to get away, but De Mara put a crimp in his sprinting aspirations.

The big sprint of the evening occurred after midnight when the Fogler-Clarke and McFarland-Moran combinations got a jump on the field and gained a lead of a half lap.

Joe Fogler won the final mile sprint without half trying although Root and Logan came strong in the homestretch, the former finishing second. Fred Hill trailed in fourth.

EXCELSIOR GATHERS ITS CLAN

Chicago Riders Bidden to Banquet Jupiter Pluvius Tries to Prevent—Hosts Make an Interesting Announcement.

Desiring to become better acquainted with the riders of their machines, the Excelsior Supply Co., manufacturers of the Excelsior motorcycles, made preparations to entertain all the local Excelsior riders at a dinner given at the Bismarck Garden, Chicago, on Sunday afternoon last, 22d inst.

Unfortunately threatening weather and a downpour of rain just before the time set for the dinner kept about one-half of the expected guests away. However, a goodly company assembled and, after posing for a photograph at Logan monument on Lake Front Park, proceeded to Bismarck Garden, but not in exactly the way originally intended.

The rain held off just long enough for the camera man to wave his arms, indicating that the shutter had done its deadly work. Then came the rain—not gently, but in bunches—and with a few exceptions instead of starting toward Bismarck Garden, those who had faced the threatening elements made a wild rush for the retail establishment of the Excelsior Supply Co., about four blocks away. Here they proceeded to get in out of the wet about as lively as conditions would allow, and as the rain had apparently taken an afternoon engagement they left their machines there and proceded by the elevated railroad to the Garden.

Here they arrived in most cases pretty wet on the outside and in some, pretty dry on the inside. They recovered from both conditions before the finish of the afternoon, though none of the assembly was found overly dry or unduly liquidated at the end of the session.

After due attention to the refreshments offered the diners were addressed by F. B. Hart, who presided in the absence of F. C. Robie, who was unexpectedly prevented from being present. He extended the welcome and good wishes of the Excelsior Supply Co. and announced a new innovation in the motorcycle industry.

Presuming that many motorcyclists do not intend to use their machines during the winter months, the Excelsior Supply Co. has arranged to store during the winter months all Excelsior motorcycles that may be brought to them. These will be thoroughly cleaned, motors drained and crank cases cleaned out and all nickel work oiled to prevent rust. They then will be set up on stands to take the load off the tires and be kept in perfect condition and insured against fire. In the spring or at such time as the owners may elect, they will be put in perfect running order and delivered to their owners free of any charge or expense.

After this announcement, the speakers scheduled were called upon and the time passed so pleasantly that it was well after 7 o'clock p. m. before the party broke up.

Mr. Russell Wiles objected to the subject allotted to him on the program and stated that he had not been given a square deal. Mr. Woodworth had requested him to speak on his experiences as an Excelsior rider. He was unable to do so as all his experiences occurred before he began to ride an Excelsior and since riding that machine it had merely been a matter of go when he got ready and return when he so desired.

All other of the speakers scheduled were well received.



EXCELSIOR RIDERS FORM A PICTURE AT FOOT OF LOGAN STATUE, CHICAGO

During the 10 hours of riding the field covered 213 miles 9 laps, bringing the total up to 1,102 miles 1 lap, or 145½ miles more than the mileage for the corresponding hour last year. The crowd got a thrill when Jake Derosier tumbled from his motorcycle while traveling at a 1:20 gait. Derosier started on a mile exhibition and warmed up for a few laps before getting the gun. He took the first turn and the back stretch safely, but when he struck the second turn he was traveling too fast for the track. Like a flash his machine slipped and he was hurled from the saddle. He shot up the track and came down in a sitting position, after which he slid down the steep bank and landed on his feet, smiling. When the spectators saw he was uninjured a wild burst of cheers went up. Undaunted by his thrilling escape Derosier went on again and rode a mile in 1:21⅗

Hugh MacLean rode a two miles exhibition paced by Charles Turville. He covered 20 laps in 3:21⅗, which is fast going for such a small saucer.

MOTORCYCLISTS RACE FOR CHARITY

Genella, Goerke, Mangold and Bewley Capture the Honors—But the Usual Protest Follows a Handicap.

Charity motorcycle races, or rather, a motorcycle race meet for the benefit of charity, conducted by the Personal Liberty League, formed the chief sporting event in Washington, D. C., Thanksgiving Day, and the presence of Walter Goerke, of Brooklyn, A. G. Chapple of New York, and W. Bewley of Reading, Pa., with fast machines served to draw a crowd of more than 2,000 spectators to the Bennings mile track. This is the race meet the parentage of which was in doubt and which was sanctioned at the eleventh hour.

So far as honors are concerned the spoils were about even, although the usual trouble over the scoring followed the finish of the 20 miles handicap, the last event on the program. The track itself was in very bad shape on account of the rain the night before, and the riders had to make their way down the stretch on a path three feet wide.

The ten miles handicap for singles, with seven starters, provided one of the best races of the day, the fight between Genella and Chapple being especially keen. The only fault found with the race was that insufficient handicaps were allotted the riders on low powered machines. Chapple had his machine geared a trifle too high and one one of the stretches Genella always passed. The other stretch, however, always ended with Chapple in the lead, so that the contest was exciting throughout. Genella won by six feet in 13:50.

Goerke won the 15 miles scratch for doubles with Chapple second and Mangold third, but Mangold managed to annex a first in the 10 miles for stock machines. Bewley was second and Shaw third.

The 20 miles handicap resulted in a squabble. Goerke and Bewley on 7 horsepower machines, and Chapple on a 5 horsepower machine were the scratch men, the riders on singles being given one lap handicap After the first two laps Goerke took the lead with Bewley second and Chapple third, and this position was maintained until the 15th mile, when Goerke was put out of the running. Chapple then set sail after Bewley and according to eye witnesses overhauled him on the turn into the homestretch at the finish. Not all of the judges agreed as to who finished first, but a majority vote gave it to Bewley. Backed by the opinion of one of the judges and several spectators, Chapple protested the decision and paid the $2 fee necessary for making a formal "kick." The finish was very close as four riders entered the homestretch together, Mangold and Genella, still with some distance to go, being the other two. The times are apt to be wrong as it is said that not one of the timers was possessed of a stop watch, but attempted to take time with an ordinary second hand. The summaries:

Ten miles handicap, for singles—Won by W. B. Genella, 4 horsepower Merkel (scratch); second, A. G. Chapple, 2¼ Indian (15 seconds); third, M. E. Mangold, 4 Indian (scratch). Time, 13:50.

Fifteen miles scratch for doubles—Won by Walter Goerke, 7 Indian; second, A. G. Chapple, 5 Indian; third, M. E. Mangold, Indian. Time, 20:00.

Ten miles scratch for single cylinder stock machines—Won by M. E. Mangold, Indian; second, W. E. Bewley, R-S; third, J. Shaw, R-S. Time, 15:00.

Twenty miles open handicap—Won by W. E. Bewley, 7 R-S; second, A. G. Chapple, 5 Indian; third, M. E. Mangold, 4 Indian. Time, 26:30. Placing protested by Chapple.

Brocco Captures a McFarland Honor.

Maurice Brocco, the Italian rider who is teamed with Roger Labrousse for the forthcoming six days bicycle race, distinguished himself just before leaving Paris last week. On Sunday, 15th inst., Brocco won the third annual Prix McFarland, a 50 kilometres tandem paced race. The other riders were Leon Georget, who is teamed with Victor Dupre; Marcel Berthet and Henri Cornet. The race was exciting from start to finish and the last gun saw Brocco leading Berthet by one lap, and Georget by two laps. Cornet was four laps behind. The time for 31 miles was 59 minutes 15⅗ seconds, one minute and a few seconds slower than the record held by Brocco. Labrousse, Brocco's partner, also showed that he is in good condition by finishing second in the Prix Barden, a 10 kilometres unpaced race. Seigneur won the race by a half lap, but some of the best riders in Paris were numbered among the also rans. Oscar Schwab came to life in the paced race. He won his heat, but was beaten by Seres in the final, Gombault finishing third.

Fines Imposed by the Foreigners.

The Union Cycliste Internationale has announced the list of penalties that have been imposed upon riders this year by its affiliated bodies. The Union Velocipedique de France has been most severe in its punishment of riders, promoters, etc., the amount of fines imposed being $1,200. The Union Velocipedique Italienne is second with $200. The smallest penalty meted out has been by the U. C. I., itself, $2 being the item ascribed to it.

Columbus is Calling for Lamps.

In Columbus, Ohio, the newspapers are calling for the enforcement of the ordinance requiring the use of lamps on bicycles after nightfall, which has been permitted to fall into decay. Narrow escapes of a number of pedestrians is responsible for the outcry.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

DEROSIER OBJECTS TO THE TITLE

Not a Prince-Eck Champion, nor Even World's Champion, but Is Ready to Meet Any and All Comers.

Jacob Derosier does not relish the title "Prince-Eck Champion" which the Bicycling World applied to him last week after he defeated Walthour's pacemaker, Gus Lawson, in the race at Paterson, N. J., "for the championship of the world," which championship Prince & Eck created merely by printing it on the "playcard," as Prince calls it. Derosier disliked the title so thoroughly that with more or less blood in his eye he called to "see" the editor.

When he departed, his optics had cleared and both he and Jack Prince, who also chanced to drop in while the "seeing" operation was in progress, had a much better and more emphatic idea of genuine championships and other things than they perhaps ever had before. Prince, as he stated, thinks "championship of the world" looks well on "playcards," and Derosier believes that as he has repeatedly beaten every professional motorcyclist in America, he is as much a champion of America, at least, as is possible, inasmuch as no provision is made for a professional championship. He admitted that beating Walthour's pacemaker in a match race did not make him the world's champion, and he regretted that it had been made so to appear, and that the fact did not dawn on him in time.

There is no doubt of Derosier's sincerity on one point: He is willing and anxious to meet any rider in the world and has unbounded confidence in his ability to give a good account of himself. Having "cleaned up" America, he is ready to take on the best that Europe can bring against him and says he has a 15 horsepower machine which, if not legal in America, he is ready to use in Europe if they will countenance such monsters. Derosier does not hold a particularly lofty opinion of men who perform only on mile tracks.

"They are not scientific riders," is the way he expressed it.

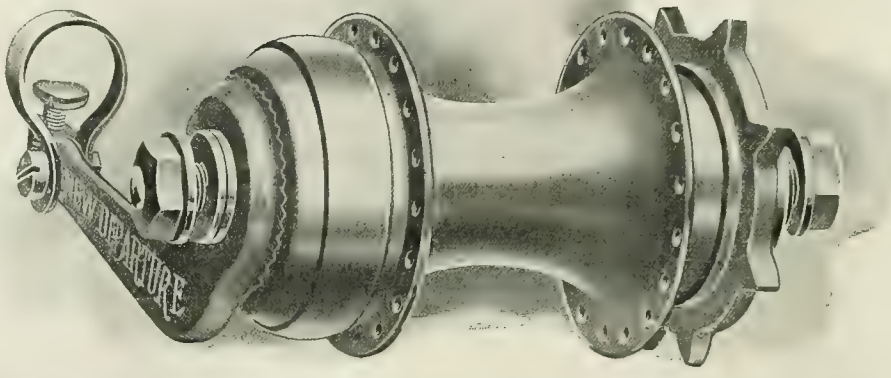
Crescents' Hoodoo Still Spells a Charm.

For about the sixteenth time, more or less, weather conditions have interferred with holding the 11 miles handicap road race of the Crescent Bicycle Club at Baltimore, Md. The event should have been held Thanksgiving Day, but adverse weather caused another postponement. An effort will be made to start the race to-morrow (Sunday).

May Try Motorcycles for Mail Collection.

It is possible that Rochester, N. Y., will experiment with motorcycles for the collection of mails. The postmaster is willing to give them a trial although he seems to doubt their serviceability when snow is on the ground.

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KING STREET, BRISTOL, CONN.

CLARKE TROUNCES IVER LAWSON

Exciting Match Race in Boston—Good Racing in Repechage Handicap—Local Amateurs Shut Out.

Although he fell in the final sprint of the six days race when he and Iver Lawson were having a neck and neck battle for first place, A J. Clarke, the Australian sprint champion, got his revenge on Thursday night, 26th inst. The Kangaroo Rocket trounced Lawson in two straight heats of their match, the first go resulting in a dead heat. The match served as the magnet to draw nearly 8,000 people to the Park Square Coliseum, and besides the Lawson-Clarke go a splendid card of sprint races kept the spectators in excellent humor. McFarland won the ten miles open and Gordon Walker, of Australia, was victorious in the repechage handicap. Honors in the amateur race went to the visiting riders, Peer, Halstead, Owens and Jokus, who finished in the order named.

Naturally enough the Lawson-Clarke match was the feature of the meet for it had been a moot question among the "fans" whether Clarke would have won the six days race last week had he not fallen on the last lap. The distance of the first heat was one-half mile, and Lawson drew the pole from the start. He moved slowly for two laps, trailed by Clarke, until the latter sprang a jump. Clarke got ahead only to be jumped by Lawson, the latter leading at the bell and traveling at high speed. Clarke looked in for a beating but the crack little Australian had not yet played his trump card. Clarke closed with Lawson and the pair crossed the tape so close that the judges disagreed. They finally adjudged it a dead heat, the time being 1:12.

Two punctures by Lawson necessitated three starts of the second heat, at one mile, and Clarke took the lead. With three laps to go Lawson prepared to jump, but Clarke saw him coming and met the onslaught The pair battled ferociously for the remainder of the distance, but the Australian managed to maintain a lead of a length and won amid plaudits, in 2:05⅘.

Clarke showed great generalship as well as speed in the run-off of the first heat, for he took the pace at the start and gradually unwound so that he was able to meet Lawson's jump. In the sprint for the tape Clarke proved superior and won by a shade more than a length. Time, 1:16⅘.

The repechage handicap, in which the men ride scratch heats from the various marks, one rider qualifying for the final, appealed to the Boston spectators. The lineup in the final heat starting with Anderson on the 15 yards mark was Menus Bedell, Moran, Hill, Logan, Mitten, Connolly, McPartland, Lake, Walker and Devonovitch. The three last named swapped pace to such advantage that the low-markers never had a chance and the Russian pulled Walker for the sprint. Mitten finished second, Logan third and Moran next. Time, 1:59⅘.

It was unfortunate that N. M. Anderson, the speedy Dane, broke his chain in the ten miles open. He started to shake up the field in the third mile and opened a big lead when the misfortune put him out of the running. Walker set the pace for five laps at the beginning of the last mile, giving way to Moran, who plainly had McFarland under his wing Menus Bedell trailed McFarland. Root attempted to go around at three laps from the finish, but McFarland and Bedell met the sprint and Root was forced to take third with Hollister fourth. Time, 21:22⅘.

Boston's amateurs did not have a look-in the five miles open for Peer, Halstead, Owens and Jokus swept the board clean for all the prizes, the order of finish being as named in 11:46. In their two miles motor match Ruden defeated Charles Turville by a burst of speed in the last lap. The two miles were covered in 2:15⅕.

CHICAGO MOTORCYCLISTS FACE THE CAMERA.



CHICAGO MOTORCYCLE CLUB AT FIELD COLUMBIAN MUSEUM, JACKSON PARK

Current Comment

The other day I overheard a young and enthusiastic motorcyclist assure another of his kind that "bicyclists never took such interest in the details or performance of their machines as do the motorcyclists of to-day." I knew both of the young men, but I did not butt into the conversation or attempt to disillusionize them. Instead, I looked into my sleeve and laughed—laughed a soft reminescent sort o' laff. Didn't take such interest in details or performance, eh? Well, while I don't pretend to say that motorcyclists do not know more about valves and pistons and the like, I do mean to say that great as may be their interest in such things and in their improvement, it is not very much more than mildly comparable with the interest we pedal-pushers of the late '80's and early and even middle '90's displayed in the details of our machines.

* * *

I have yet to hear of motorcyclists "throwing a fit" over the relative merits of straight or dropped or cowhorn or ramshorn handle bars; or spade and pear-shaped grips, or extensible cranks, or losing their tempers in a discussion of tangent vs. direct spokes, or hollow vs. solid rims. Did we old codgers who perched high on good old ordinaries "throw fits" and get ourselves all worked up over those things? Well, I should say we did. Did we ever engage in a lingual rough and tumbles over the respective values of imported Rudges and New Rapids and our own Columbias and Victors? My! my! I dislike to think of them. And when the safety first showed its lowly head, did we sneer at it and privately express pointed opinions regarding the courage of the men who rode the despised "goat"? You bet we did. When we won a race in those good old days were we not so proud of our machines that we many a time belittled our own performance in the effort to give the bicycles more than their due? Yes, siree; many a time. And did not Pope and Overman shout just as loudly and advertise just as boldly over such victories as do the motorcycle manufacturers of to-day? Yes, siree, again.

* * *

It makes a fellow feel younger to think of those times. And after the safety became paramount the same state of affairs continued and, if anything, in more violent form. Passing over the events leading up to and surrounding the pneumatic tire and the wood rim, both epoch markers which first were laughed at, is there any one conversant with the then existing conditions who does not recall how such things as the eliptical sprocket, for instance, fairly turned the trade and the sport topsy-turvy? Can any one forget the hysteria caused by Pope when he enameled his rims blue, or that followed the adoption of 1⅛ inch tubing by one other of the prominent manufacturers, or the loud noise and serious discussion which ensued when another manufacturer made a feature of D-shaped tubing in the rear fork stays. These are but a few of many that flit through my brain and they are details pure and simple. Nowadays we would dismiss them as "refinements" but they loomed large as mountains in their particular periods and no interest that may be displayed, or any noise made by motorcyclists over any feature of their machines ever will begin to surpass the literally passionate interest of earlier days of the bicycle—the days of its infancy and the days of its boom. Let no motorcyclist, however enthusiastic, deceive himself on that point.

* * *

We followed the performances of men and of machines with equally keen concern. The machine was of almost as much interest as the man, and though it was not mentioned in the race summaries, as is the case with motorcycles, the name of it usually figured somewhere in the story of whatever event was run. And as for the record table, why, I myself knew it by heart until it became too complex to be contained within any human brain box. I am glad that the motorcyclists have their belts vs. chains, singles vs. twins, magnetos vs. batteries, and similar what-not to excite their interest and enthusiasm. I hope they long may have it and an unending succession of it. It's a good thing all around. I am sorry only that the bicycle manufacturers, even if startling new features no longer are possible, fail so utterly to make use of the very material of which much of the old enthusiasm was created, i. e., the performances made on their machines. So long as they ignore such things, they have no right to bewail their lot, that is, if they are inclined to do so.

* * *

There is one outgrowth of recent years which I confess rather staggers me. I refer to the practice of amateur racing men wearing sweaters, obviously furnished by manufacturers, and which bear across their fronts or backs the names of the latter's bicycles. There was a time when an offense of the sort would be sufficient to consign the wearer of such a sweater to the professional ranks. Of course, if the men themselves and the governing body do not object no one can blame any manufacturer for thus cheaply obtaining as many as possible of the human billboards and cycling sandwichmen, but for all of that, it's rather a queer phase of sport—amateur sport, I mean. In a discussion of the subject with a close follower of the racing game, he told me that in Salt Lake City, where two cycle tracks were in operation, this human billboard business got so bad that a number of the more decent professional riders put up such a strong protest that they forced its toning down. It seems that a number of the third rate pros. who are too slow to win but too strong to work, actually rented the backs and fronts of their racing shirts, one to a laundry, another to a bakery, a third to a brewery, and still another to a tobacconist. I cannot now recall whether it was the bakery or the brewery sign that caused the rebellion of the decent elment.

* * *

I am so old fashioned that I cannot even understand how these C. R. C. A. men and members of more local organizations can go out on the road, much less sit in hotels, with belly bands on their—the men's, of course—sweaters bearing back and front in great big letters the names of the organizations to which they belong. It may be loyalty or "according to rules," but if so, it's a queer way to display loyalty and a queerer rule that calls for such an offensive way of advertising loyalty. Even during the craze period of cycling when fool ideas were everywhere observable, we did nothing quite so offensive to good taste. The buglers and banner bearers were bad enough, but it was only the members of hired racing teams who bore advertising signs on their shirt fronts. Club loyalty rarely, if ever, exceeded the display of a fairly modest reproduction of the club's emblem on one's sweater. One day this summer I saw a club run in New York that suggested the better days. There were only 15 or 16 men on the run, but all alike were attired in Scotch tweed suits and black stockings and each wore his coat. There were no banners or bugles or sandwich men, or other signs in the little party. I don't know what club it was, more's the pity. Later, someone told me it was the Monroe Wheelmen, which I supposed long since had passed in its checks; but whether they were the Monroes or the Monroes' ghost, they were a credit to cycling. If there were more like them, the tone of cycling clubdom would be elevated very appreciably.

THE ANNOTATOR.

English as It is Made in Germany.

"Fine roadsters with double bell bearings," is the product of a German manufacturer, if the result of his attempt to wrestle with the Queen's English is accepted at its face value. The German's catalogue gives some other highly edifying information concerning his "fine roadster."

It has "modern frame, with inside soldering of strong steel tubes, is richly damasked, and has excellent double bell bearings and front fork with inside soldering." It rejoices in "wing pedals, fitted out with indiarubber tires, and precision rims" with another sort of tire. The tire specifications includes a "casket for repair." The prospective buyer is advised to order his cycle "with loose wheel and brake hub. No over-exertion of strength. The best guard against fatigue. With loose wheel and brake hub more." Then follows the general statement that "this fine roadster, which is manufactured in all its parts most cleamly, rejoices continuedly and extraordinary popularity. Unattainable in material and execution."

MORE THAN 1,000 RACES YEARLY

America's Racing Spirit Surprises a Fan—He Suggests a National Challenge for World's Championships.

"That table showing the number of points scored by bicycle riders in America during the year, published in the Bicycling World last week, was somewhat of a revelation to me," remarked a prominent bicycle clubman one day this week. "Although I consider myself a dyed-in-the-wool 'fan,' I was surprised to learn that nearly 400 professional races alone have been held in America this year. I haven't any statistics at hand, but as always more amateur races than professional are run, the total number of amateur events held in this country during the year easily must exceed 600. Think of it! More than 1,000 bicycle races in less than one year in a country where interest in cycling is supposed by some critics to be dormant.

"Additional food for reflection is to be found in the simple statement that more than 70 professional bicycle riders are at the present time competing in America. R. F. Kelsey, chairman of the National Cycling Association's board of control, informs me that he has registered 274 amateur riders this season. There probably are 200 unregistered riders in various parts of the country, where probably only one race a season is held. An estimated total of 544 racing men! I'll bet a whifferino cheroot against the hole of a doughnut that there is not another country that can count up so many active racing men.

"One thing that has suggested itself to my mind by the Bicycling World's point table, in addition to my own knowledge of the racing men and their individual characteristics and ability, is this:

"Why not form a representative American team, consisting of four riders for each style of the races to be run, and challenge the world to a championship meet that would settle the question of supremacy? It is not probable that the scheme will ever be worked out upon the lines I suggest, but as it is not impracticable, I feel justified in arranging what I would consider a representative American world's championship team. Although I may be wrong in some of my selections, I honestly think that America could furnish a team of bicycle riders that could defeat the world in a contest of the sort.

"Suppose the scheme was put into effect and representatives of America, Germany, France, Italy, Great Britain, Denmark, Australia, Switzerland, Belgium and Russia met at an agreed upon track. Let each country be represented by teams of pace followers, sprinters, tandem riders and pursuit riders. Each class would be composed of four riders and two substitutes, except, of course, in the tandem category, which would consist of eight riders and four substitutes. This would entail a representation of 30 riders from each country.

"With 10 countries represented, the events to be decided would comprise three races in each class, of varying distances, the scoring to be done upon a basis of 5 points for first, 3 points for second, 2 points for third, and 1 point for fourth. The total award of points would amount to 132.

"Now for an illustration: Say the one mile sprint race is to be run. Divide it into four trial heats, with one rider from each of the ten countries represented in each heat, four riders to qualify for the semi-finals. There would be three semi-finals and one repechage, one rider qualifying in each. Suppose two French, one German



and one American got into the final, and the finish order was America, France, Germany and France. America's score would be 5 points, France 4 points and Germany 3 points, and so on with each of the twelve races to be run.

"What riders would I select to represent America? Well, maybe there are a lot of people who would compose an American team differently, but this is my selection, with Floyd A. McFarland as captain of the entire team:

"For sprint races—Kramer, Clarke, Lawson and Taylor; substitutes—Bardgett and Krebs.

"For tandem races—Vanoni, Anderson, John Bedell, Downing, Root, De Mara, Wilcox and Hollister; substitutes—Mitten, Logan, Menus Bedell and Rupprecht.

"For pursuit races—McFarland, Fogler, Walker and West; substitutes—Palmer and Halligan.

"For motor paced races—MacLean, Samuelson, Walthour and Butler; substitutes—Wiley and Collins."

THREE HUNDRED IN A ROAD RACE

Long Marker Wins Warrnambool-Melbourne 165 Miles Contest—Wayside Feeding Stations for Riders.

With the arrival of the Australian mail this week came news of the running of the 12th annual Warrnambool-Melbourne road race on Saturday, October 3d, which proved the most successful event ever held in the antipodes.

As is well known the race is promoted by the Dunlop Tire Co., and because the interest in track racing in Australia has evaporated, the road race attracted the largest number of entries in its history, there being 338 entries, and 304 actual starters.

Weather conditions were perfect when the riders lined up for the start at Warrnambool at 5 o'clock in the morning, and after giving them instructions the mayor fired the starting gun. With so many riders in the race—26 starting from one mark—it was not surprising that accidents began early, and before Camperdown (43 miles) was reached, fully a dozen had met with mishaps, more or less severe.

With too liberal handicaps the race soon resolved itself into a contest between 18 riders, most of them on long marks. Lang, Telfer, McKinnon, Anderson and J. Doyle were the first to reach Camperdown, Colvin, Rennie and Donohue, coming along some time later. At Geelong the nine leading riders were practically bunched, but Donohue, Rennie and Sargeant managed to break away at Little River. They rode together until a few miles from the finish, when Donohue jumped, and before Sargeant and Rennie realized what was up, he had gained a lead of 200 yards. They were not able to overhaul him and Donohue finished the 165 miles in 8 hours 38 seconds. Sargeant fell before the finish, but remounted and crossed the tape third. Donohue and Rennie started from the 49 minutes mark, while Sargeant had a handicap of 1 hour 1 minute.

Larcombe, Morgan and Chappell were the scratch men and they kept together for 72 miles, when a nail delayed Larcombe 16 minutes. Chappell left Morgan in the next stretch of the journey, eventually finishing in 53d position and winning first time prize in 7:46:27, an average of about 21⅓ miles per hour. The total number of riders that finished was 257.

One of the features of the Warrnambool-Melbourne road race is the most elaborate feeding arrangements for supplying the riders with food and drink at points along the route. This year eight stations were established, and the food eaten by the contestants cost the promoters nearly $1,000, while the total cost of the race, irrespective of test races previously held throughout the commonwealth, to the Dunlop company is more than $2,000. The prizes amounted to nearly

$1,000 in valuation, and there was a goodly number of them.

It is interesting to know the exact amount of food the 300 Australian riders consumed while traveling 165 miles, and the following statistics are given by the promoters:

Milk, 207 gallons; oranges, 2,640; bananas, 2,640; muscatel raisins, 180 pounds; sweet chocolate, 180 pounds; bovril, 12 pounds; meat and rabbit jelly, 112 pounds; biscuits, 75 pounds; cocoa, 18 pounds; celery, 240 bunches; eggs, 280; sugar, 50 pounds; bread, 30 pounds, and sherry, 6 gallons.

Missimer Rides a Great Race.

With a 25-miles handicap road race as its closing event the club championship of the Empire City Wheelmen was brought to a close last Sunday, 22d inst. The race was held in Brooklyn ande with motorcycle "cops" to patrol the course the race proved one of the most successful yet held by the Brooklyn organization. A crowd of nearly 500 people was in attendance.

Harold F. Missimer, the youngster who first came into prominence when he finished first in the Pelham Parkway handicap race just a year ago, succeeded in beating Franklyn Aristophanes Fisher, the club poet, in the final sprint by a foot. The race decided the possession of four of the six beautiful championship cups purchased by the club. In the final standing, Carl Erickson wins first place with 18 points, Franklyn A. Fisher is second with 13 points, Harold Missimer third with 11 points and C. H. Mohrman fourth with 10 points. The cups for fifth and sixth places have not been decided as four riders—Walter Raleigh, Arthur Rhodes, John Eubank and Frank Mehrman—are tied with 8 points each. Eight championship races were held.

Missimer rode a great race last Sunday, as did Fisher, who finished second. These two riders started with one minute handicap, with Erickson and Eubank on scratch, and with 23 other riders out in front. A. G. Armstrong had the limit, 12 minutes, but he was put out of the running soon after the start with a broken crank.

Brown and Demans, the 1:30 minute men, were the first to be overhauled and Fisher and Missimer tagged them at 6 miles. From that time they began to overhaul the leaders until about 20 riders were bunched Missimer, Mehrman, Fisher, Rhodes and Mohrman broke away from the bunch before the finish, but three of them were not able to keep up with Missimer and Fisher, who finished in the order named, Missimer's time being 1:07:00⅖. Mohrman finished third, Mehrman fourth and Rhodes fifth.

SPECTACULAR SPRINTS AT BUFFALO

Scheider Beats Schudt in Lap Race, but Loses to Tanner in Handicap—Spills Heighten the Excitement.

It was anticipated that the bicycle races would prove the feature attraction of the opening indoor athletic and bicycle race meet at the 74th Regiment Armory, Buffalo, N. Y., Saturday night last, 21st inst., and this surmise was not amiss. The two miles lap race and the mile handicap kept the large crowd of spectators on their feet through the heats and the final. J. M. Tanner won the handicap and Joseph Scheider furnished the biggest surprise of the evening when in the lap race he beat Fred Schudt by two points. Tanner was a close third.

The first heat in the two miles lap race went to Al Mercer with 65 points, Delling being second and Fisher third, with 48 and 32 points, respectively. Schudt won the second heat with a big total of 73 points, Devine and Krushel getting the other places. Scheider, Tanner and Hoover shared honors in the third heat, their respective number of points being 55, 53 and 49.

Schudt had made such a good showing in his heat that it was supposed he would simply run away with the final. Nothing of the kind happened, however, for Scheider kept in front and in several close sprints took Schudt's measure. Scheider finished the race with 49 points, Schudt had 47 and Tanned was third with 41 points.

The mile handicap was a whiz and a bang from start to finish and the riders had little time to indulge in little track pleasantries, such as rubbing elbows and "kidding" each other. Three heats and a final, with an interjection of spills, made it a dizzy spectacle for the gallery crowd. J. M. Tanner, second in his heat, had the best sprint of the heat winners and came home on the bit, beating Joseph Scheider by an eyelash, with J. Stauber second. The summaries:

Two miles lap, open—First heat won by Alfred Mercer, 56 points; second, Edward Delling, 48 points; third, Adam Fisher, 32 points. Time, 4:44. Second heat won by Fred Schudt, 73 points; second, J. B. Devine, 38 points; third, Albert Krushel, 35 points. Time, 4:47⅕. Third heat won by Joseph Scheider, 55 points; second, J. M. Tanner, 53 points; third, R. J. Hoover, 49 points. Time, 4:43⅕. Final heat won by Joseph Scheider, 49 points; second, Fred Schudt, 47 points; third, J. M Tanner, 41 points. Time, 4:40⅕.

One mile handicap—First heat won by E. P. Young (90); second, J. Stauber (115); third, Howard J. Young (110). Time, 2:13⅖. Second heat won by Alfred Mercer (15); second, Edward Arenz (20); third, Albert Krushel (75). Time, 2:19⅘. Third heat won by Edward Delling (10); second, J. M. Tanner (10); third, Joseph Scheider (20) Time, 2:17⅗. Final heat won by Tanner; second, Scheider; third, Stauber. Time, 2:14⅖.

Baltimore's Thanksgiving Speedfest.

Although the weather was not favorable the Brooklyn Cycle Club held a few short distance races and exhibitions at the small Yockle's Park track, Baltimore, on Thanksgiving Day, 26th inst. The summaries:

Team pursuit—Won by C. Essex and A. Ward. Distance, 2 miles 400 yards. Time, 8:40.

One mile motor paced—Won by Edward Sawyer and Herman Kleg. Time, 2:45

One-half mile exhibition, paced by triple team—By John Wells. Time, 1:22

Five miles motorcycle pursuit—Won by J. Rodgers. Time, not stated.

One mile motorcycle exhibition—By O. G. Crockett. Time, 2:20.

One mile handicap—Won by J. T. Magnum. Time, 3:55.

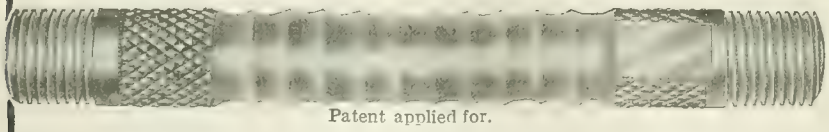
Delevan Aurora's Motorcycle Champion.

"Jack" Delevan, as he is familiarly known by his associates, is the 1908 champion of the Aurora (Ill.) Motorcycle Club. Not only does Delevan proudly carry the title, but he thereby wins the handsome silver loving cup that was up for competition. Four race meets were to have been held to decide the club championship, but as Delevan, on a Harley-Davidson, won the greatest number of points in three successive meets, the fourth was not deemed necessary. Delevan's most serious contenders in the fight for the championship were Roy Du Sell and W. Howard Holck.

Vanden Dries Wins Armory Race.

William Vanden Dries, a member of Company A, won the 3,500 metres bicycle handicap that constituted one of the features of the 22d Regiment's meet at its armory in New York City Wednesday night, 25th inst. Vanden Dries rode a good race from scratch covering the distance, which is slightly more than two miles, in 5:33⅖. W. Buckingham, with 150 yards handicap, was second, and J. Buckingham, from the same mark, finished third.

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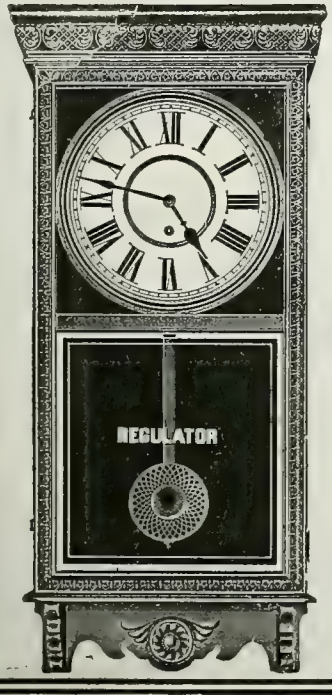
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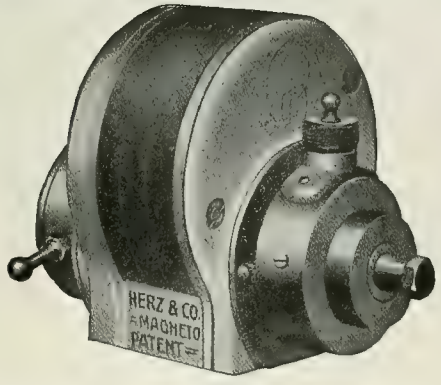
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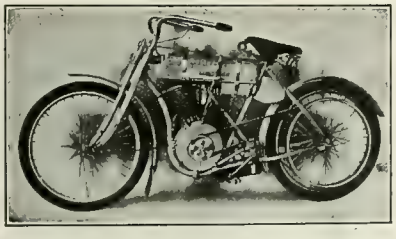
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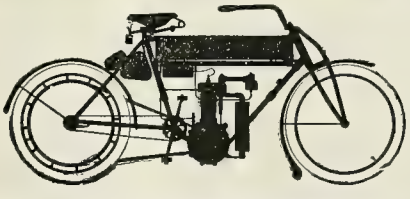
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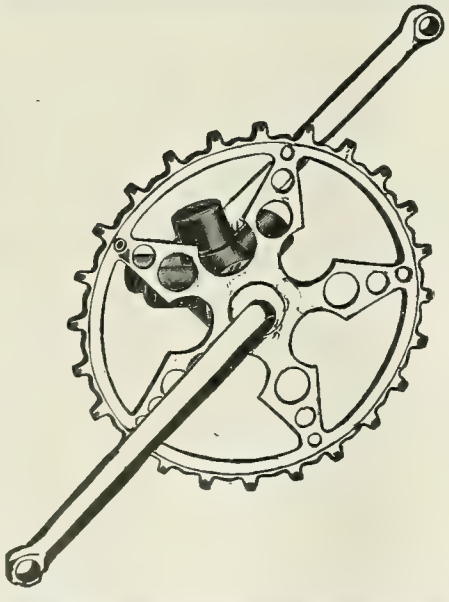
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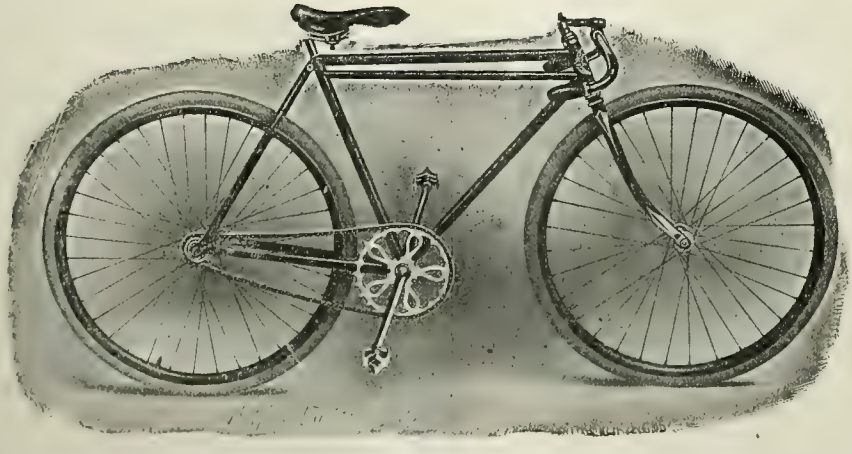
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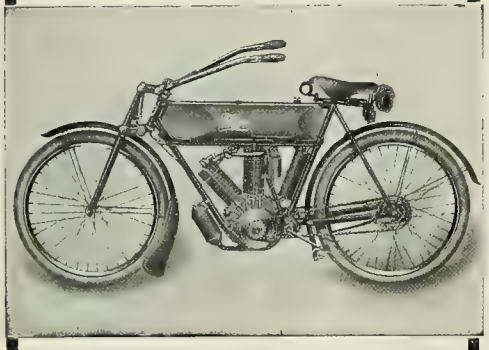
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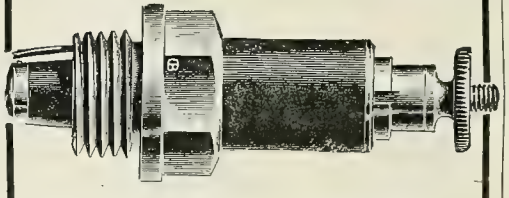
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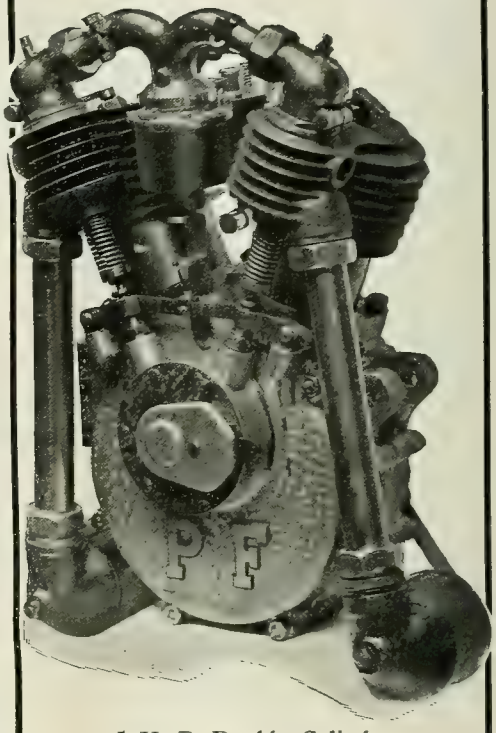
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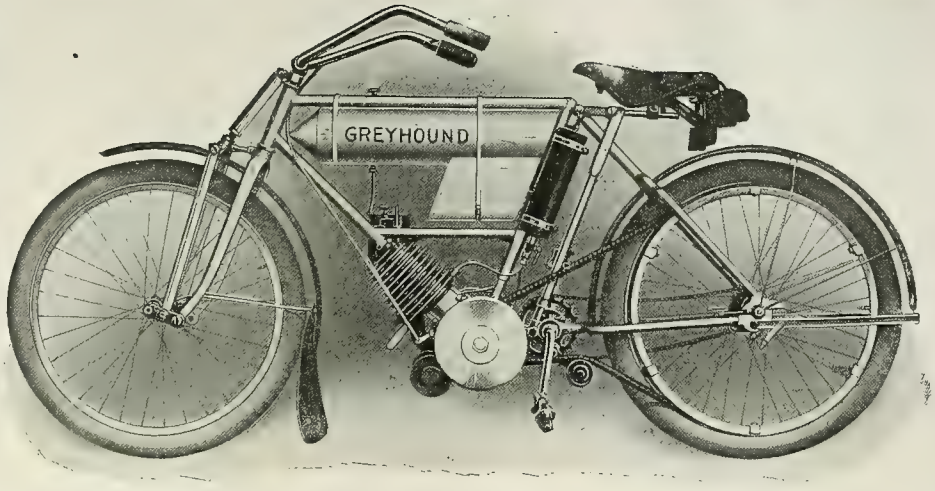
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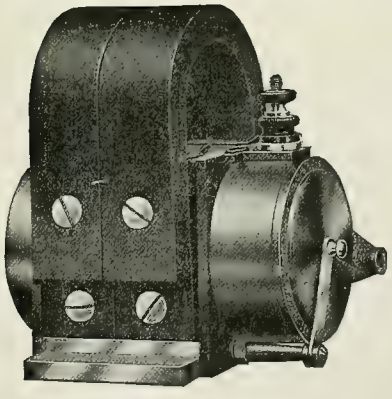
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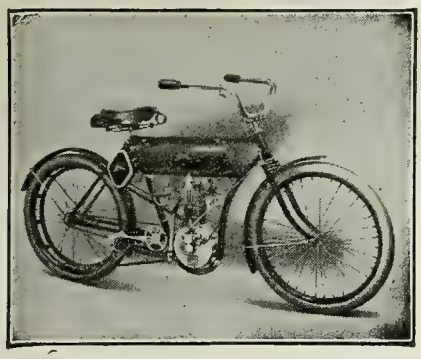
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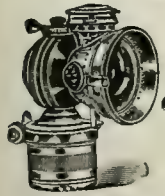
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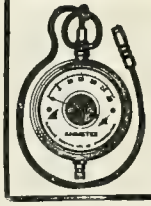
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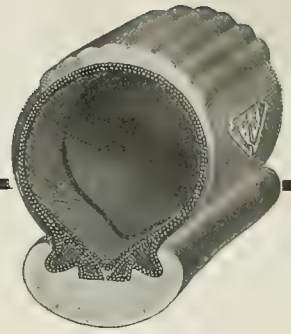
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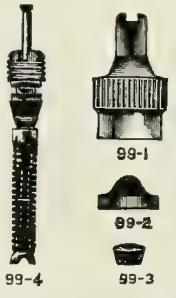
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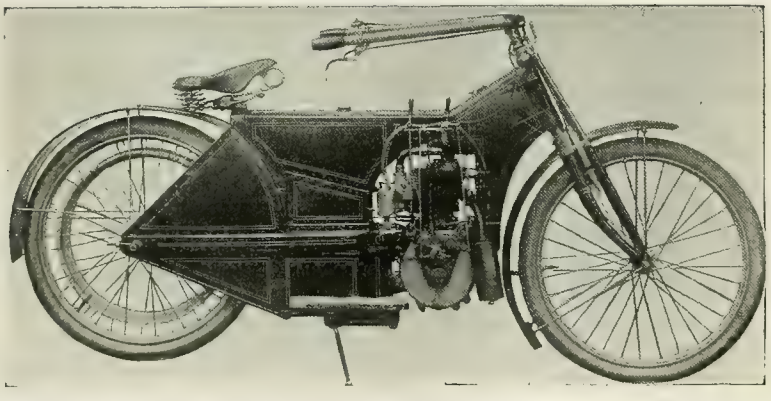
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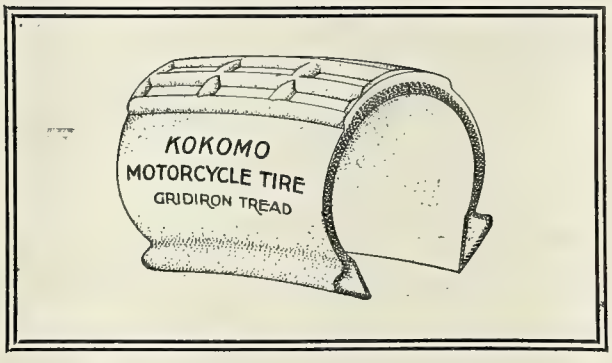
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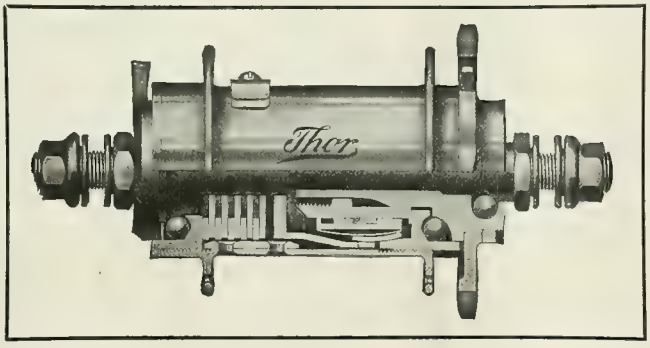
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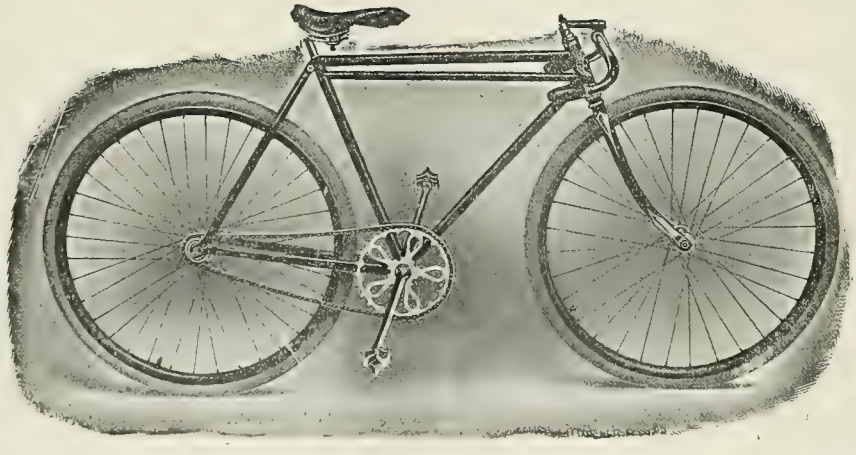
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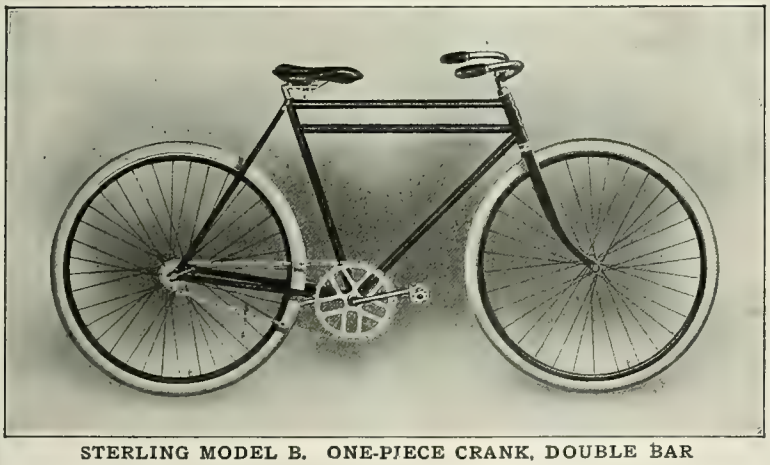
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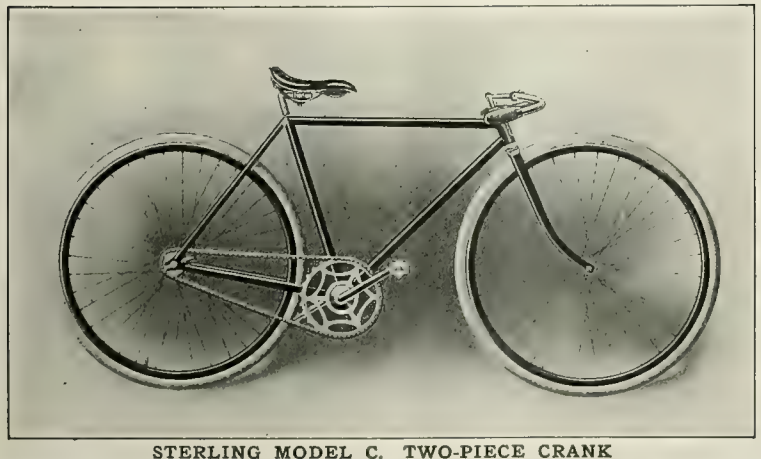
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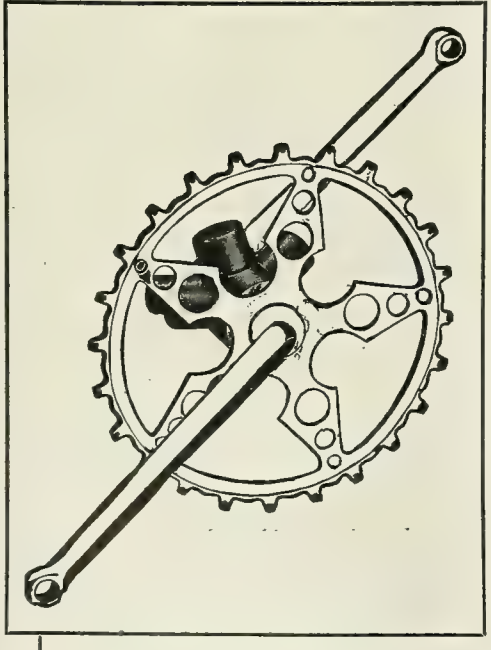
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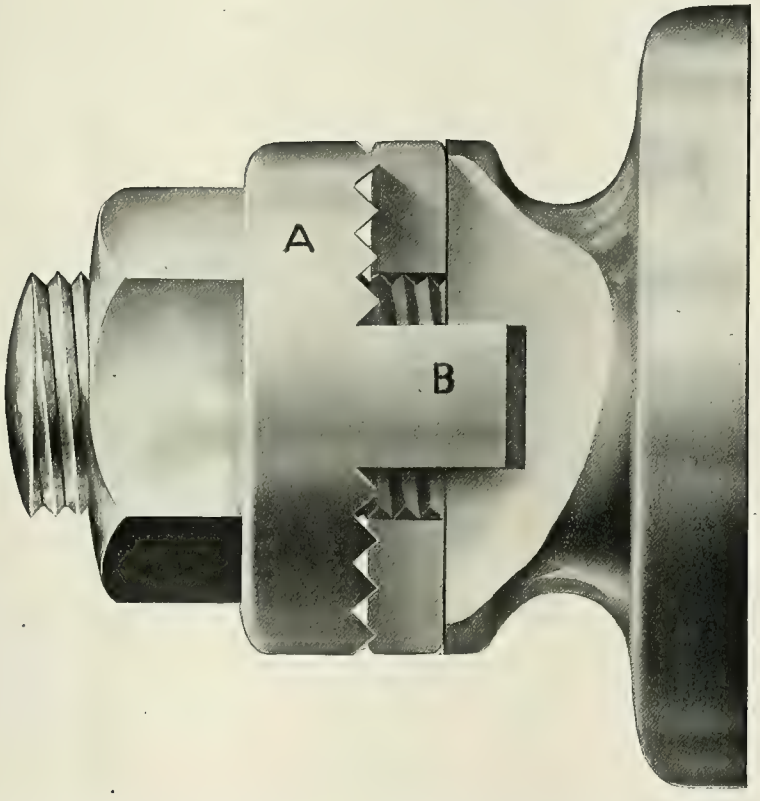


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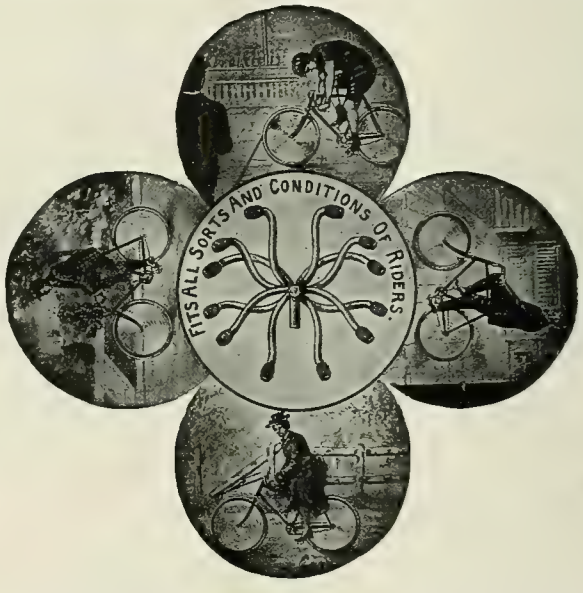
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We have throughout the country more than 300 Pathfinder Agents, who tell us it is far and away the most popular tire they ever handled. Our special Pathfinder Tire proposition is making money for them.

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The Goodyear Tire & Rubber Co.
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1909 BICYCLE CATALOG READY

ASK FOR IT, ALSO MOTORCYCLE BOOKLET

THE PIERCE CYCLE CO.

BUFFALO, N. Y.

DENVER——and——OAKLAND

An Appeal to Reason

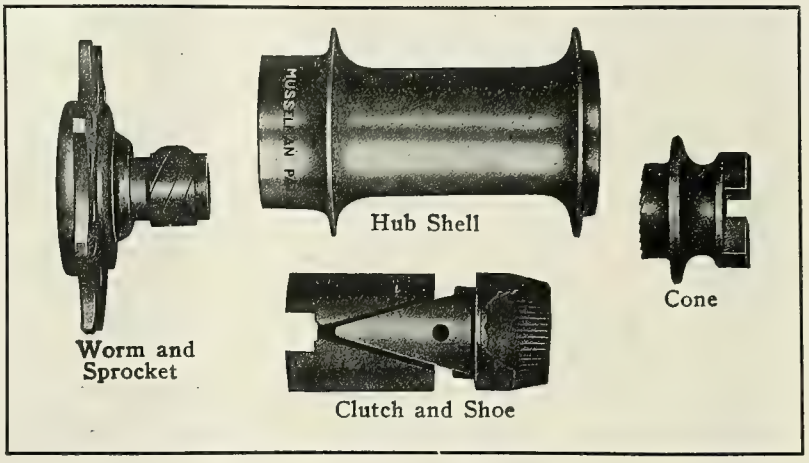
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Coaster Brake

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Well—that's all there is to it

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THE MIAMI CYCLE & MFG. CO., MIDDLETOWN, OHIO

LICENSED COASTER BRAKE MANUFACTURERS.

THE RACYCLE "SILENT RIDEABOUT"

MODEL 142

"Runs Like A Belt"



"Runs Like A Belt"

One of the new features of our 1909 line—70 tooth ½" pitch Front Sprocket

Diamond Roller Chain, Turned Head Fittings, Turned Hubs, Musselman Coaster Brake. Write for catalog and agents' prices.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

F. M. JONES, Pacific Coast Representative, Sacramento, Cal.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED -1877-

Volume LVIII | New York, U. S. A. Saturday, December 5, 1908 | No. 11

SWISS MAKERS SEEK AN OPENING

Efforts Making to Introduce the Motosacoche in America—Line Includes Light Twin and Ladies' Model.

Marcel Krieger, representing H. & A. Dufaux & Co., of Geneva, Switzerland, makers of the Motosacoche, has arrived in New York to prepare the way for the introduction of that device or machine in this country. As a first step in that direction he has engaged space in the motorcycle section of the Madison Square Garden Show. The Motosacoche, which substantially means motor in a satchel, and which is widely known abroad, lives up to the meaning. It comprises a 1¼ horsepower motor and other essentials compactly stowed in a case which may be and is secured within the diamond frame of a bicycle. A special outfit for application to ladies' bicycles also is produced and of an output of 35 machines a day Mr. Krieger stated that 15 of them are for ladies' use. In addition, Dufaux & Co. also manufacture a twin motorcycle of 2¼ horsepower which weighs but 100 pounds, including magneto. When the low power of the Motosacoche line was remarked, Mr. Krieger smiled and responded that Europe had had its high power, high speed craze, which, however, had spent itself, the purchasers now being more interested in comfort and reliability than in mere speed.

Wehman Enters the Motorcycle Trade.

Unable to resist the fascination, H. J. Wehman, who now is serving his fifth term as secretary of the F. A. M., finally has gone into the trade. Operating as the Curtiss Motorcycle Co., he has hung out his shingle as agent for Curtiss motorcycles in Brooklyn, N. Y., at 1201 Bedford avenue, in the corner store recently vacated by George B. Pieper. Wehman has ridden the Curtiss for many years and knows it like a book; in addition he has a natural bent for mechanics that has made him such an uncommonly skillful "motorcycle physician" that he has been called for consultation in a number of difficult cases. At his Bedford avenue address he will not only sell Curtisses and cure ailments but will at all times carry a full stock of compression, fat sparks and other desirable accessories.

Jacoby Pays East a Busy Visit.

K. R. Jacoby, general manager of the Miami Cycle & Mfg. Co., Middletown, Ohio, spent several days of this week in the East in an endeavor to hurry forward shipments of material—a mission which conveys its own stimulating moral. While in New York on Monday Mr. Jacoby stated that the Miami factory is working nights and that orders in hand are well ahead of those of the corresponding period of last year.

Will Handle Motorcycles in Hartford.

George H. Maslin, the son of the owner of a large stone and monument works in Hartford, Conn., has embarked in the motorcycle business in that city. He has located at 1206 Main street, where in a well appointed store he will handle Indians and a full line of accessories; a modern repair shop also will be included in the establishment.

Morgan & Wright Branch to Move.

Morgan & Wright have leased new quarters for their New York branch at 1849 Broadway. Removal from their present address on Forty-seventh street will occur as soon as alterations now being made in the Broadway building are completed.

Strauss & Son Become a Corporation.

Joseph Strauss & Son,, the Buffalo (N. Y.) jobbers, have incorporated under that title under the laws of New York, with $100,000 capital stock. J., T. and M. Strauss are named as the corporators.

LIGHT TWIN N. S. U. FOR 1909

Line for Next Year Includes Model for Men of Moderate Inclinations—Others Named in Honor of the F. A. M.

It was made known this week that in the line of N. S. U. motorcycles for 1909 there will be included a new model which will appeal strongly to the slowly increasing class that places pleasure above power and which, when the present craze for speed has spent itself, is likely to cut a large figure in the trade of the future.

It is a twin-cylinder mechanical valve machine of 3 horsepower, weighing but about 100 pounds, including a Bosch magneto; the approximate dimensions of the cylinders are 2¼ inches bore and 3 inches stroke. Among other things, it will incorporate a self-reducing gear which while permitting the use of a large pulley will yet add to the hill climbing capacity of the machine and permit of that slow pace which is so necessary and desirable on many occasions.

Grip control and a hinged rear mud guard will be included in the new features, the hinged guard in combination with specially designed fork ends greatly facilitating the removal of the rear wheel when it is desired to remove it for the repair of punctures or for any other purpose. The specifications of the new comer include spring forks, rubber belt, foot brake, rim and band brakes, foot rests, stand and luggage carrier.

Three of the 1909 N. S. U.'s will be given an essentially American designation; they will be styled the "F. A. M. Endurance Models," and practically will be duplicates of the three N. S. U.'s which obtained perfect scores and gold medals in the last F. A. M. endurance contest. They will be lighter in weight and have shorter and lower frames than the standard touring models and will be equipped with dropped saddle

post, which will afford a very low riding position. These endurance models will be provided with 3 and 3¾ horsepower single cylinder motors and 6 horsepower twins.

The touring models will be offered in the following horsepowers, 3, 3½ and 3¾ singles and 4, 5 and 6 twins. They will incorporate several minor refinements and be equipped with a convertible stand and luggage carrier.

The N. S. U. line will be rounded out with the 1¼ horsepower lightweight and 3, 6 and 7 horsepower racers. Magneto ignition will be the standard on the entire line.

Alleged Big Increase in Japanese Imports.

According to a British statistician, Japan's importation of cycles and parts thereof during the year 1907 attained the enormous value in round figures, of 2,233,000 yen, or $1,116,685, a yen being the equivalent of 50 cents. Of this total, $640,000 is represented by complete bicycles, and the remainder, $467,000, by parts. Great Britain obtained even more than a lion's share of the business, America's proportion of the aggregate being $248,000—according to the British source—which, however, is in such wide disagreement with the official statistics of the Washington authorities as to throw doubt on all of the English tabulations. The Washington record shows that during 1907 America's exportations to Japan—once its best customer—totaled but $107,000.

As the English compiler figures it, Japan's import of finished machines has increased from 19,326 cycles in 1905, to 26,434 cycles in 1906, and 34,523 cycles in 1907. During the same years the import of cycle parts fluctuated, and while it advanced from 557,220 yen in 1905 to 1,041,823 yen in 1906, it fell in 1907 to 952,876 yen, the 1907 business being distributed as follows:

Great Britain	29,379	1,098,868	540,627
America	3,218	129,543	347,528
Germany	1,480	47,744	54,076
Belgium	151	4,396	.....
France	14	437	323
Canada	1	16	9,843

New Feature in the Triumph.

A dome shaped piston is one of the new features of the Triumph, which probably is England's most successful bicycle. The Triumph people have also eliminated one of their piston rings and now use but two, the upper one of which is cut with step-shaped instead of diagonally, as usually.

National Cement and Rubber Plant Sold.

The plant of the National Cement & Rubber Co., Toledo, Ohio, which was thrown into bankruptcy in May last, was purchased at receiver's sale by the Continental Trust and Savings Bank Co., of Toledo. The bank of course plans to resell the property.

G & J Transfers Graves to Boston.

T. B. Graves, formerly connected with the G & J Tire Co.'s Chicago branch, has been transferred to the Boston establishment. He will travel the New England territory previously covered by D. B. Price.

MORE UTILITY FOR MOTORCYCLES

Berlin Produces a Combined Street Sweeping and Dust Carrying Machine—Attachment is of Adaptable Form.

Bicycles and tricycles proved to be of tremendous benefit to the police and other departments of cities great and small such a very long time ago that any present extension of their use is hardly likely to excite more than passing comment. An exception to the rule, however, exists in the instance of a combined street sweeper and carrier recently produced by a Berlin concern, which is here illustrated. As the picture shows it embodies merely a very wide tread carrier tricycle frame to the forward



portion of which is secured the receptacle, which takes the form of the familiar covered rubbish barrel. The revolving broom with its dust guard is suspended in the rear and is actuated by the driving mechanism of the machine. The bicycle portion of the contrivance is of conventional motorcycle form, and it would appear that the arrangement assumes practically the form of an attachment which may be adapted to any motorcycle of ordinary construction. The contrast between this and the familiar form of horse-drawn "broom" is very marked, and its probable economy in the very necessary work for which it is intended is impressive.

Tire Guarantee Says What It Means.

Despite the lapse of years, the average guarantee that goes with a cycle or tire is such that it leaves much room for varied interpretation. In agreeable contrast to such guarantees, a foreign tire manufacturer has issued one that states so specifically exactly what it does mean that it merits more than respectful attention. It is as follows:

The company undertakes to replace or repair any of its 1908 "Continental," "Coventry," or "Conrex" tires, which fail through bad workmanship or defective material. This undertaking to hold good for 13 months in the case of the "Continental" tires, 12 months for the "Horse Brand Coventry" tires, and 6 months for the "Conrex" tires, from the date on which the tires are manufactured by the company. After this time has elapsed no claim can be recognized.

The company takes no responsibility for damages sustained through—

1. Fitting tires on wrong rims.
2. Riding tires not sufficiently inflated.
3. Detaching tires with unsuitable tools.
4. Exposing tires to action of oil, etc.
5. Also the company accepts no responsibility for minute superficial cracking, which is not detrimental to the tires when in use.

The company gives no guarantee whatever for their "Continental" racing tires and road racing tires.

Useful in a Fuel Emergency.

While the wise motorcyclist keeps his tank filled, as much as possible, it is well to be prepared for emergencies by including a short length of rubber tubing in the tool kit. It provides a simple and convenient method of replenishing an empty tank from one not so empty by means of siphoning, that is, by placing one end of the tube in the partly filled tank and sucking up the gasolene through the other end until it begins to flow, when the flow is directed into the empty reservoir. This method eliminates the necessity of breaking the feed line at the joint, which if this practice is pursued often, may result in a permanent leakage at that point, with the possibility of disastrous consequences. A horn bulb, the usual emergency means of effecting the transfer of gasolene is not always at hand, and moreover the dust, insects, etc., which become lodged therein are apt to become deposited in the tank, with the result of certain annoyance later on.

Simple Preventive of Punctures.

Many punctures may be prevented simply by suspending a small nest of light chain from the forks so that it will just barely dangle on the tire. An even simpler preventive is a piece of wire or twine stretched across the front or rear forks or stays just out of contact with the tire. Simple as are these expedients for removing nails, tacks, etc., before they are forced into the tire, it is rather remarkable that they are rarely employed even by tourists or by participants in important races or other contests in which a puncture almost invariably means the difference between victory and defeat.

It is also evident that the wear on driving belt pulleys, which frequently is extremely high is caused by the grinding action of the dust which is carried over by the belt. Witness the smooth surfaces of the pulleys in any machine shop, that the belts themselves do not wear metallic surfaces by an appreciable amount. Makers who aspire to produce a durable machine, would do well to equip their product with some sort of automatic cleaner or scraper to keep the belt free from wearing substances.

Protection for Insulated Wiring.

The motorcyclist who is given to the use of his machine in all weathers or who would be prepared for a rainy day, will find that enclosing his insulated wiring in rubber tubing of suitable size will prevent a great deal of aggravating misfiring. Water is a fine conductor of electricity and water soaked or mud-caked wiring can cause a lot of queer pranks.

EXPORTS RESUME DOWNWARD WAY

October Losses Offset September's Slight Increase—Decline General, Though Six Countries Show Small Gains.

In the matter of cycle exports, October did not follow the good example of the previous month. Instead of even the small increase recorded in September, a loss of $12,600 is disclosed by the statistics for October.

The losses were quite general, increases appearing in but six of the geographical sub-divisions. The purchases of the United Kingdom fell from $5,979 to $3,149; France's from $3,698 to $441, while Germany's toppled from $4,392 to a beggerly $502. Italy also fell below the thousand dollar mark as did Argentina, Brazil and Other Africa. Japan's takings declined $4,382 worth and Cuba's $2,000 worth. "Other Europe" likewise was slightly "to the bad."

Of the gains the most notable was made in Netherlands, whose purchases advanced from $2,379 to $5,648. British North America went up from $4,477 to $5,042, Mexico from $2,668 to $5,837, and Belgium from $1,564 to $2,805. Minor gains were made also in British Australasia and Other Asia.

The totals for the ten months are, of course, in keeping with the record for the month. The aggregate loss for that period is upward of $300,000, and is less than half of the record for the corresponding period of 1906. "Other Europe" figures as the heaviest buyer, but the scattered shipments which that designation represents are not to be compared with those of the previous year. The losses all are large and the gains few and comparatively inconsequential. The United Kingdom shows by far the greatest shrinkage during the period, the total being blt little in excess of a quarter of the total for the corresponding period in 1907. Other Europe reduced its demand by nearly one-half.

The record for the month and for the ten months is as follows:

	October		Ten Months Ending October		
	1907	1908	1906	1907	1908
Exported to—					
United Kingdom	$5,979	$3,149	$239,324	$234,230	$67,326
Belgium	1,564	2,805	20,950	23,184	22,778
France	3,698	441	18,434	49,771	6,522
Germany	4,392	502	77,021	35,025	27,223
Italy	1,092	820	24,561	18,437	19,954
Netherlands	2,379	5,648	110,275	32,190	27,584
Other Europe	5,297	4,960	211,526	144,260	81,265
British North America	4,477	5,042	63,851	57,982	54,366
Mexico	3,668	5,837	92,635	72,297	70,019
Cuba	3,922	1,944	26,027	42,272	24,894
Other West Indies and Bermuda	2,127	1,469	18,033	19,502	16,719
Argentina	1,345	499	16,823	14,126	17,361
Brazil	1,092	630	8,177	10,945	5,043
Other South America	1,976	545	17,545	11,933	13,349
Japan	5,382	1,002	196,668	83,953	58,805
British Australasia	7,036	7,112	68,548	72,876	64,785
Other Asia and Oceania	918	1,954	23,283	12,906	19,425
Other countries	1,296	623	14,810	6,512	7,165
Total	$57,640	$44,982	$1,248,491	$942,401	$604,583

Motorcycle Tire with Gridiron Tread.

The Kokomo Rubber Co.'s motorcycle tire, which has been "in the works," and under test for several months, now is ready for marketing. It is of the clincher type, of course, and is distinguished by the gridiron tread shown by the accompanying illustration. The tire is made in moulds and therefore is shaped and ready for quick and convenient application to the rim. The best grade of rubber and a close woven fab-



ric is employed in its construction. The Kokomo people long have enjoyed a reputation as producers of good bicycle tires, a fact which will serve to give their motorcycle tire immediate standing.

Parts Trade Increases British Exports.

For the month of October, Great Britain's exportation of cycles and parts attained a value of £103,203 as against £96,881 in October of last year. The month's total is made up of 7,353 complete bicycles valued at £34,347, and parts to the value of £68,856. For October, 1907, the record was 8,648 bicycles, value, £42,298, and parts to the value of £54,583. For the ten months of the year the total number of bicycles exported was 85,699, value £404,551, and parts £783,379 as compared with 88,627 bicycles, value £441,228, and parts £654,483.

Bicycle with Rustproof Parts.

In an effort to provide a weather proof bicycle, the manufacturers of the Rudge-Whitworth have produced a model in which handle bars, hubs, cranks, and brake levers are rustproof. The rustproofing consists of a celluloid preparation applied to those parts.

GUARDING AGAINST FROZEN LAMPS

Results of a Cyclist's Experiments with Anti-Freezing Mixtures—Various Formulas for Various Temperatures.

One of the troubles that beset the cyclist who makes long runs on days when the thermometer is below the freezing point, is that of being caught out on the road after nightfall with a gas lamp rendered useless owing to the water having frozen.

To prevent this exasperating occurrence, I have made several experiments, using mixtures of wood alcohol and water for generating the gas, and find that a mixture of one volume of wood alcohol and nine of water does not freeze till the temperature drops to 17 degrees, and produces a light which is quite as bright as when water alone is used.

If it is desired to cycle on days that are considerably colder, the proportion of wood alcohol must be increased, but with this increase there is a decrease in the brilliancy of the light. A mixture of one volume of wood alcohol with four of water freezes at 5 degrees. A mixture of one volume wood alcohol with two of water, the freezing point of which is zero, produced a light of greatly diminished intensity, but which was brighter than that afforded by the average oil lamp.

The reason that the wood alcohol solutions do not produce a light as good as when water is used is because the wood alcohol, which has no action on the carbide, is volatalized by the heat generated in the reaction between the water and the carbide. The vapor thus formed acts as a dilutent of the acetylene gas, and causes the lamp to burn with a much smaller flame.

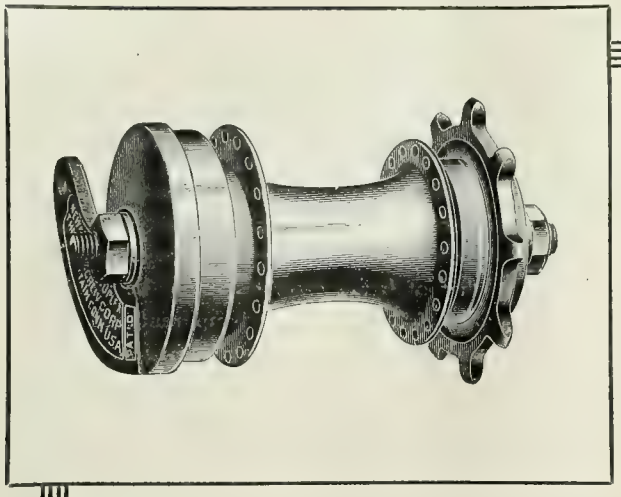
From the experiment it follows that such a mixture should be used as has a solidifying point slightly below that which marks the limit of temperature at which the rider ventures out.

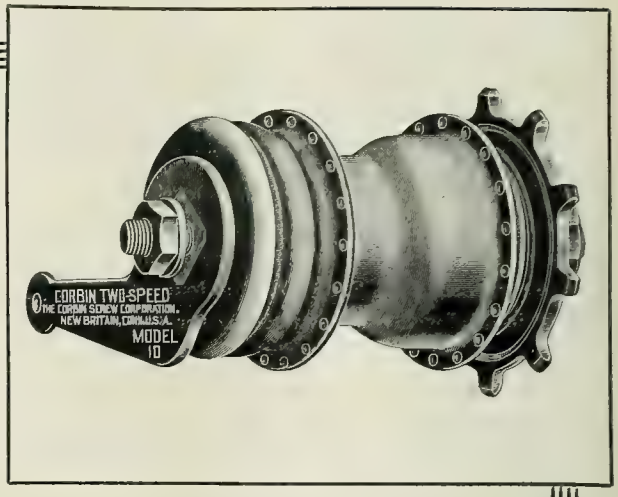
The wood alcohol mixture is, of course, only necessary where the lamp is exposed to the cold some time before it is lighted, since when once burning, it becomes sufficiently warm to prevent the water from freezing even on the coldest nights.

The lamps used in these experiments was a Solar. G. L.

Adapting Ball Cups to Use of Wrench.

Because the upper ball cup on the head of his machine had no provision for adjustment with a spanner wrench and as its finely milled circumference did not offer a good purchase for a Stillson wrench, an ingenious motorcyclist remedied matters in simple fashion: He ground the milled section to a hexagon shape and thus made it both convenient and easy to adjust the head bearings by the use of an ordinary monkey wrench.





Trying to find a better coaster brake than the

CORBIN

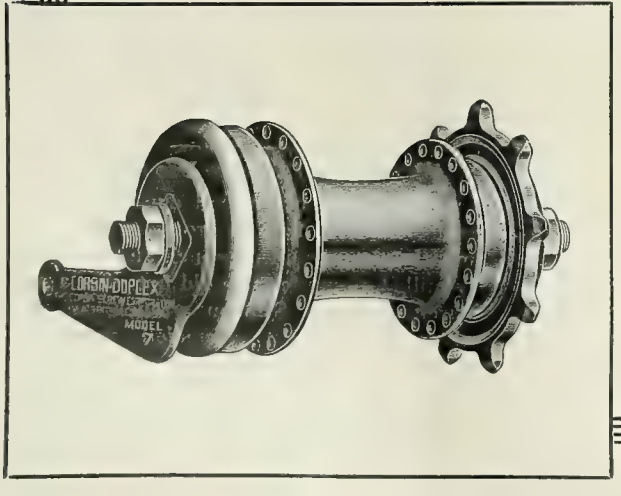
is very much like
DIPPING UP THE OCEAN
WITH A SHELL.

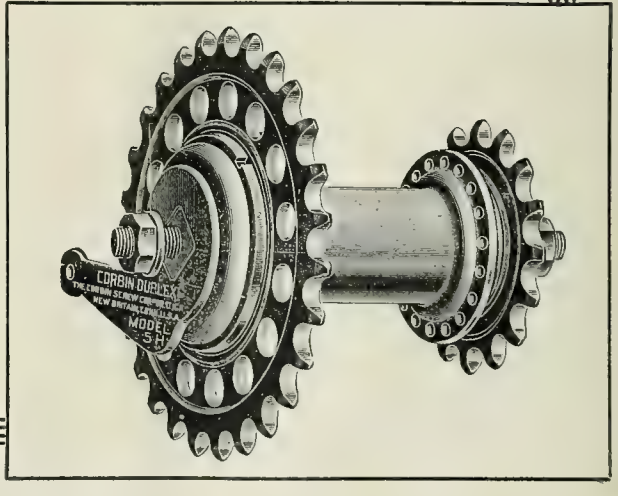
It can't be done.

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LICENSED COASTER BRAKE MANUFACTURERS.





THE BICYCLING WORLD and MOTORCYCLE REVIEW
FOUNDED 1877

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☞Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

☞Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, DECEMBER 5, 1908.

The New York Motorcycle Show numbers of the Bicycling World and Motorcycle Review will bear dates January 14 and 21. The first number will contain a comprehensive forecast of the motorcycle exhibits in addition to a number of special articles on motorcycle subjects; the second number will contain complete and fully illustrated descriptions of all machines displayed, including their respective innovations and features. They will be issues such as will prove of real assistance to the prospective buyer in selecting his mount for 1909.

Climate and Its Effects.

Of course, there's no denying the gloriousness of the California climate. It has furnished the text for too much song and story, not to mention railway handbooks, to be denied. While other states may be proud of their public buildings, their streets, their monuments, or their historic traditions, in California the climate is "the thing"—the real thing.

"What do you think of our climate?" is the second, when it is not the first, question put to the visitor alike by the native son and the adopted one, not forgetting the daughters. The San Franciscan puts the question rather timidly for San Francisco revels in fogs, lovely fogs, high fogs and low fogs. The stranger is apt to call the high fogs clouds, but they are nothing of the sort; they are just plain high soaring fogs which hide old Sol. They are as much a feature of the city as are the seal rocks or the Golden Gate. But elsewhere in California the sun shines every day during nine or ten months of the year; and the human being that does not enjoy sunshine is a contrary creature. All this leads up to the speed giving qualities of the glorious climate, which qualities were more or less put to the test on Sunday last.

Despite the astronomical fact that their part of the country is three hours behind the East, some of the enthusiastic sons of sunshine had reckoned that the climate would lend such wings to speedsters that Time would be unable to fly fast enough to keep out of their way. "One to three seconds per mile faster" was the prophets' prediction—faster, of course, than the climates of those places in which chill winds blow, in which snow falls and in which the sun does not smile so regularly.

Accordingly the Chicago lad who, on a motorcycle, "tried out" the climate at Los Angeles, carried with him hopes of at least part of a nation. He did not carry them quite so fast as was thought would be the case. True, he broke at least two records —the mile standing and the five miles —but in all other respects he had swept through the lake fringed climate of Michigan and the sycamorish atmosphere of Indiana at greater rates of speed and for longer periods.

California climatists may fancy that on Sunday their air carried men faster for five miles and for ten, but though they may not appear in the official table, it is a fact that not in time trials, but in open competition at a sanctioned meet a man on a motorcycle rode ten miles under Michigan skies in 9:17, and later at a similar meet tore through ten miles of Indiana air in 9:38, and if such wonderful records made at such meets are not acceptable, of what use is open competition, and what is the import and value of sanctions?

But as for the speed-giving qualities of climates, it is greatly to be feared that speed is so largely a matter of men or machines or tracks or all three, that no climate can be given more than a negligible share of the credit. California must perforce be content with its glorious sunshine, its glorious fruit, its glorious flowers, and its other glories. As a hurry-up its atmosphere seems to have nothing on the air in Keokuk, Kokomo or Kankakee.

Perhaps when the events of this first decade of the twentieth century become history the bicycle may figure in the account of some of the political changes figuring therein. At any rate it figures in the story of a lost throne, for according to the narrative of a former diplomat, Abdul Aziz, the Sultan-that-isn't of Morocco, may lay some of the blame for his spill to his ambition to ride the two wheeled vehicle. His ability, however, was not equal to his ambition, and the process of learning to ride was attended by so many falls that his dignity greatly was lowered in the eyes of his attendants. For the descendant of the prophet to land upon the earth face downward and lie there sprawling was a sight that helped in breaking down the supposed divinity that hedges kings and such.

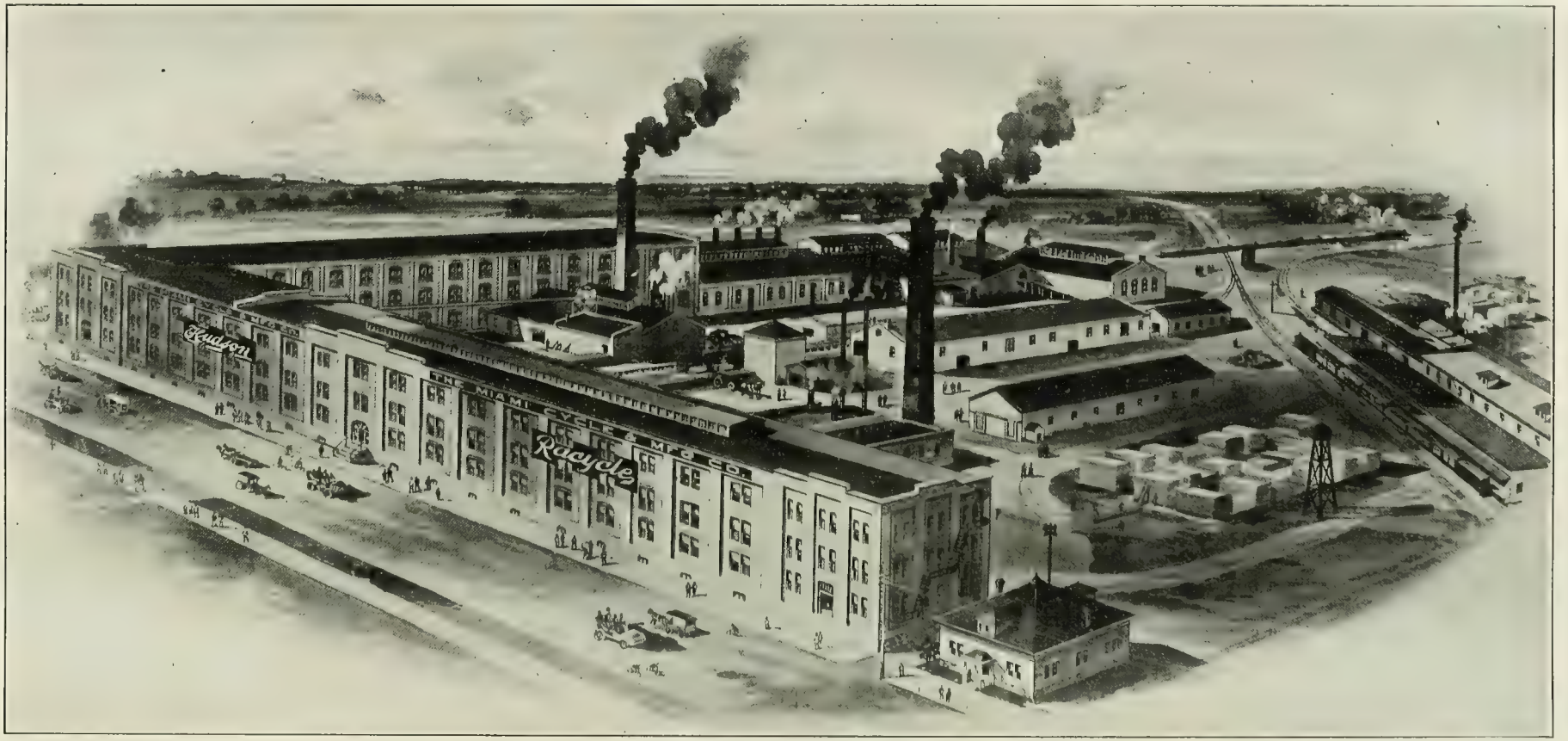
Is the tri-car dead? is one of the questions they are discussing in Great Britain at considerable length. Whatever may be the result of the discussion, it is certain that there are a number of British tricars which deserve to die. The heavy, lumbering contraptions with their complicity of change speed levers, gears, differentials, steering columns, wheel steer, etc., are neither "fish, fowl, nor good red herring." They certainly are not properly in the motorcycle class. They more nearly approach the toy automobile and it is not strange, as the question raised suggests, that full grown men and women should refuse to play with toys in public, and that such tri-cars, at least, should fall into decay.

Commenting on a race held in Brussels wherein amateurs and professionals competed together, the Bicycling World (New York) says British motorcyclists are doing the same thing right along. They can't understand our views of the question in the U. S.—Scottish Cyclist.

We understand your views well enough. The trouble is that we cannot find logic or consistency in them.

"Enclosed find postoffice order for $2 for a year's subscription for the Bicycling World. By chance I ran across several old copies and find them excellent."—Orrin Phillips, Carpenteria, Cal.

THE PLANTS WHEREIN THE AMERICAN BICYCLE AND ITS COMPONENTS ARE PRODUCED



III.—MIAMI CYCLE & MFG. CO.'S FACTORY AT MIDDLETOWN, OHIO.

RIDERS ALL READY FOR SIX DAYS STRUGGLE

Fifteen Teams to Engage in the Merry Twelve Lap Race Around the Clock at Madison Square Garden—Rutt and Stol, Last Year's Victors, the Most Dangerous of the Foreign Contingent—How the American Contenders Size Up.

With all the Salome dancers out on the road shocking natives of such places as Heckers Crossroads, Double Trouble and Kankakee, Ill.; with horse racing a back number, and Dorando-Hayes marathon races and running championships a faint memory, the six days family of Manhattan, the Bronnox, Brooklyn, Hoboken and other suburban places, will begin their week's vigil at Madison Square Garden to-morrow night. Most of them will be on watch until next Saturday night. Of course, the price of admission will advance from 50 cents on Sunday night to $5 next Saturday, but Clarence will cut out the family Christmas presents and Hortense will postpone that Billie Burke matinee until some future date in order to pay the difference to be in at the finish. The bread line standees and municipal lodging house bunkers will sleep at the Garden all next week, where the light-fingered gentry also will ply their trade. They all will hoot and holler, cheer for this rider or that one and after it is all over will go home, sleep the sleep of exhaustion, arising late Sunday morning to purchase the Sunday newspapers and ascertain who won the big six days race.

And the next day—if they are in at the finish, Floyd McFarland will swear that the race was no harder than it was to deliver newspapers on his San Jose-Gilroy route; Jimmy Moran will shrug his shoulders and say something about having had no more trouble in riding the race than in pumping water into a can of milk; Pat Logan will raise his hand and swear by the names of all his sixteen children that a six days grind isn't half as hard on a man as making a political speech or bearing the cares of fatherdom. That's what they will all say—if they finished. But all the same not one but deep down in his heart will be mighty glad the 1908 six days race is over.

The race will begin one minute after midnight to-morrow, when the riders who are to start the grind will be lined up on the north side of the ten lap Garden track and cautioned about not fouling each other during the week and to behave like real little gentlemen under all circumstances; somebody of some distinction at something or other will fire a pistol; the Irish band will pipe up the German national hot dog anthem, and there will be no cessation of six day riding until some time next Saturday night, by which time the yellow newspapers will have had all the riders killed, doped, or running around the basement deliriously calling for their mates, and Press Agent Harry Pollok will have had the French, German, Irish, Italian, Australian and American riders in no less than fourteen race riots during the week.

Incidentally, it may not be out of place to mention that there will be hysterical young women sitting in the upper boxes and balconies and at other places more or less conspicuous in the great amphitheatre, who will wave handkerchiefs and frantically split their gloves in an effort to indicate their appreciation for this or that jerseyed young man who is laboriously circling his way through tobacco smoke and air thicker than condensed milk, in order that he may acquire enough of the country's legal tender to keep him from going back to his old vocation of driving hacks or shining boots until the same time next year.

The gentlemen of the Cafe Moulin Rouge, the Cabarat Spaghetti, the Sign of the Red Bunko, and other equally popular establishments of "red ink" and "beef a la mud," will be found nightly at the ringside, wringing their towels and spinning their vowels with neatness and accuracy, aspirating their consonants and frequently and infrequently "vive"-ing Faber, Lafourcade, Labrousse or some other compatriot who has crossed the big salt chaser in search of what little fame and American dollars are to be had.

For such is a six days race!

The foreign riders—Rutt, Stol, Dupre, Georget, Brocco, Labrousse, Faber and Lafourcade, arrived in New York City last Saturday morning and immediately went to Newark, where they remained this week. Dave Coburn again has charge of the training camp and he has made the foreigners work harder than some of them wished. Coburn had made them work out twice each day, the morning being confined to road work and the afternoon devoted to sprints on the Newark velodrome. Several of the American riders have trained with the foreigners and in fast sprints some of the Frenchmen had difficulty in holding their own.

Rutt and Stol, who won the race last year, are the classiest riders sent over this year and are considered, by the knowing ones, to be the most dangerous team in the race. Dupre and Georget are good, but the others seem to lack class, and it is freely predicted that some of these riders will fall by the wayside before the first 24 hours have passed.

Of course, it is too early to make predictions of the result, but a careful estimate of the teams entered make it appear that McFarland and Moran are, with Rutt and Stol, the teams most greatly to be feared in the grind. The teams of Lawson and Fogler and Root and Walthour are to be considered, but a combination of Root and Fogler would be much better, and one that would have to be watched every minute. Logan and Downey are fair, but so far as figuring in the final sprint is concerned the remaining teams scarcely need be considered.

The fifteen teams that will start are as follows:

German-Holland Team.
Walter Rutt, Germany, and Johan Stol, Holland.

Italian-French Team.
Maurice Brocco, Italy, and Roger Labrousse, France.

French Team.
Victor Dupre, France, and Leon Georget, France.

French Team.
Francois Faber, France, and Henri Lafourcade, France.

Danish-Italian Team.
Norman M. Anderson, Denmark, and Charles Vanoni, Italy.

Australian Team.
Gordon Walker, Australia, and W. "Pedaler" Palmer, Australia.

Atlantic-Pacific Team.
James F. Moran, Chelsea, Mass., and F. A. McFarland, San Jose, Cal.

Farmer-Messenger Boy Team.
J. Frank Galvin, New Milford, Conn., and George Wiley, Syracuse, N. Y.

Inter-City Team.
Iver Lawson, Salt Lake City, and Joe Fogler, Brooklyn.

Emerald Isle Team.
P. F. Logan, South Boston, and Matt Downey, South Boston.

Transcontinental Team.
Fred Hill, Boston, and Walter De Mara, San Francisco.

The Mormons.
C. L. Hollister, Salt Lake City, and Hardy K. Downing, San Jose.

Dixie-Yankee Team.
Robert J. Walthour, Atlanta, Ga., and E. F. Root, Melrose, Mass.

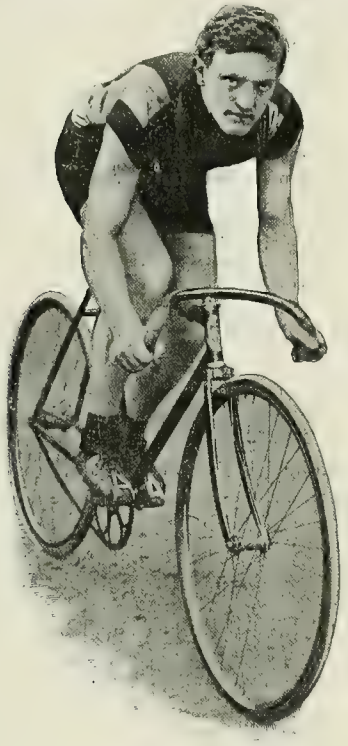
Long Island Team.
John Bedell, Lynbrook, and Menus Bedell, Lynbrook.

Eastern-Western Team.
Elmer J. Collins, Lynn, Mass., and W. L. Mitten, Davenport, Iowa.

Constructor Hamilton put a large force of men at work building the track Thursday morning, and before noon the joists were up and ready for the stripping. It was

completed yesterday and the riders will spend the greater part of today familiarizing themselves with the curves. As usual the track measures ten laps to the mile and the surface consists of 1x2-inch strips laid on edge. To conform with regulations of the fire department a wide runway has been left between the boxes and the outer edge of the track.

The rules and the prize money remain the same as in former years and the winning team next Saturday night will receive $1,500, besides whatever bonus has been paid. It is understood that the amount of appearance money paid the riders for the forthcoming race is greater than ever before in the history of the time-honored con-



WALTER RUTT

test; but no official figures are obtainable. The second team to finish will receive $1,000, the third, $700; the fourth, $500; the fifth, $300; the sixth, $250, and the seventh, $200.

No one has ever explained exactly why the six day bicycle race has become a fixture of New York sport, but the fact that it is, remains, nevertheless. A winter in New York City without a six day grind would be as remarkable as a winter without snow. The first six day race ever held was in 1891, and it was won by "Plugger Bill" Martin, now proprietor of Mac's Hotel in Australia. That year the race was won on a high bicycle but the following year a rider on the much ridiculed, at that time, safety bicycle ran away with first honors. From its inauguration until 1899 the six day race was contested by individuals, but in that year the New York State Legislature awoke to the fact that it was a brutal contest and passed a law prohibiting bicycle racers from riding more than 12 hours out of 24 in a race. Since that time team racing has been in vogue. This year's contest will be the 16th annual, the winners of previous races, and the mileage covered, following:

1891—"Plugger Bill" Martin, America, 1,466 miles.



VICTOR DUPRE

1892—Albert Shock, Germany, 1,600 miles 3 laps.

1893—At Philadelphia, Pa. Ashinger and Foster sole survivors.

1894—No race held.

1895—Frankie Nelson (first and only six day race for women).



CHARLES VANONI

1896—Teddy Hale, Ireland, 1,910 miles 9 laps.

1897—Frank Miller, America, 1,983 miles.

1898—Frank Miller, America, 2,007 miles 4 laps.

1899—Miller-Waller, America, 2,733 miles 4 laps (world's record).

1900—McFarland-Elkes, America.

1901—Walthour-McEachern, America, 2,555 miles 4 laps.

1902—Leander-Krebs, America, 2,477 miles 3 laps.

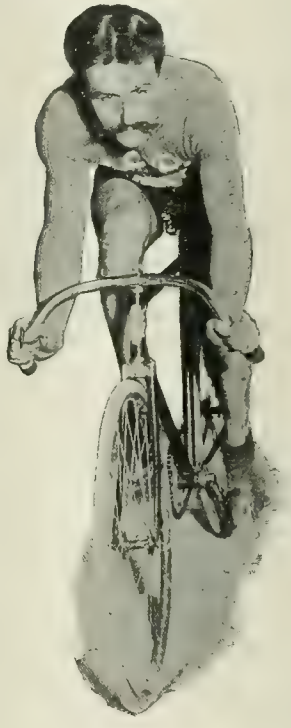
1903—Walthour-Munroe, America, 2,318 miles 3 laps.

1904—Root-Dorlon, America, 2,386 miles 6 laps.

1905—Root-Fogler, America, 2,260 miles 6 laps.

1906—Fogler-Root, America, 2,292 miles 2 laps.

1907—Rutt-Stol, Germany-Holland, 2,312 miles 5 laps.



LEON GEORGET

The great public does not realize what an immense amount of preliminary work is attendant to six day grinds. To say nothing of the troubles of the management the riders have to make extensive preparations; trainers, cooks, helpers, etc., must be engaged, and provisions stored in the camp. Just to give an inkling of what each team must order, J. M. Chapman, who will look after Root and Walthour, on Thursday ordered enough stuff to stock a small hotel. Besides a bed, clothing, kitchen utensils, a complete outfit of surgical supplies, extra wheels, tires, etc., he bought the following items of food and drink: Rice, corn, peas, bacon, potatoes, eggs, steaks, chops, coffee, sugar, tea, salt, pepper, bread, celery, apples, oranges, grape fruit, beef, milk, beef extract, calf's foot jelly, grapes, chicken, vinegar, ale, brandy, champagne, stout, soda, wine, besides a hundred and one other things. And these preparations prevail in all the teams' camps to a greater or lesser extent.

Past Performances of Contenders in the Six Days Race

Hill and De Mara.

So far as experience is concerned Hill and DeMara are the novices of the race as neither man has been a professional very long. DeMara was the crack western amateur last year and holds the quarter mile unpaced record in competition and the half mile handicap record. He was turned professional last winter and this season rode with the cash chasers in Salt Lake City, scoring five firsts in handicaps and three firsts in scratch races. He has a good jump and sprint. Fred Hill was one of this season's prominent amateurs, finishing second to Charles Stein in the amateur championship. It is believed that Hill could have won the amateur title had he not been teamed with Stein in some of the races the latter won. Although he has lived in California a number of years. DeMara was born in Providence, R. I., June 8, 1883, and began riding a bicycle in 1903. He weighs 176 pounds and stands 5 feet 6 inches. By trade he is a contractor and builder and is married and has one child. Peculiarly, his favorite sport is baseball. In addition to English, DeMara speaks French like a native.

Galvin and Wiley.

Galvin and Wiley are two very popular riders and Galvin shares the distinction with Matt Downey, of Boston, of being one of the very few six day riders who work for a living. Both Galvin and Downey are chauffeurs and have a large following among the knights of the steering wheel. Galvin has competed in many six day races and while has never been returned a winner he usually is found in at the finish. Galvin lived in the open air since the last six day race and looks much heavier and stronger than at this time last year so that he should make a good showing. Wiley, who first came into prominence as a crack road rider when he was delivering telgrams in Syracuse, has this year developed into a crack pace follower, and is a very much improved rider. Galvin and Wiley competed as a team last year and finished fifth. They should do better than that this year. Wiley was born in Little Falls, N. Y., 21 years ago, while Galvin first saw the light of day in Dublin, Ireland, 26 years ago. Wiley began riding in 1899, while his partner began his racing career four years before. Galvin's first six day race was in 1902 when, with Root, he finished sixth. Bardgett was his partner in 1903, but the pair did not finish. Galvin did not ride in 1904 but the following year got eighth money. Wiley was his partner in 1906 but the pair did not finish.



WALKER AND PALMER

Mc Farland and Moran.

This combination is considered one of the most dangerous in the race, for although neither is the fastest sprinter in the world, there is no rider in the race that can shake McFarland off in a hard sprint. The veteran Californian is one of the most unique personages on the track, and, with the exception of Nat Butler, now in Europe, is the oldest American rider in action today. In 1900 McFarland, with Elkes as his partner, won the six day race and broke the records from 9 to 54 hours inclusive, besides the record for the third, fourth and seventh hours. These records are still on the books. McFarland did not finish in 1901 but was third in 1902. His next race was in 1906 when he and Rutt finished third, but the following year McFarland was in Europe at the time of the race. This year "Long Mac" has made the best all-around showing of any riders competing on American tracks, being credited with 32 victories, not including the two hours a night six days races at Madison Square Garden and Trenton. James F. Moran, of Chelsea, is an old six day offender, and always has been considered a glutton for hard work. His first six day race was in 1902 when he finished fifth, with Stinson as his partner. He had a bad



HENRI LAFOURCADE FRANCOIS FABER

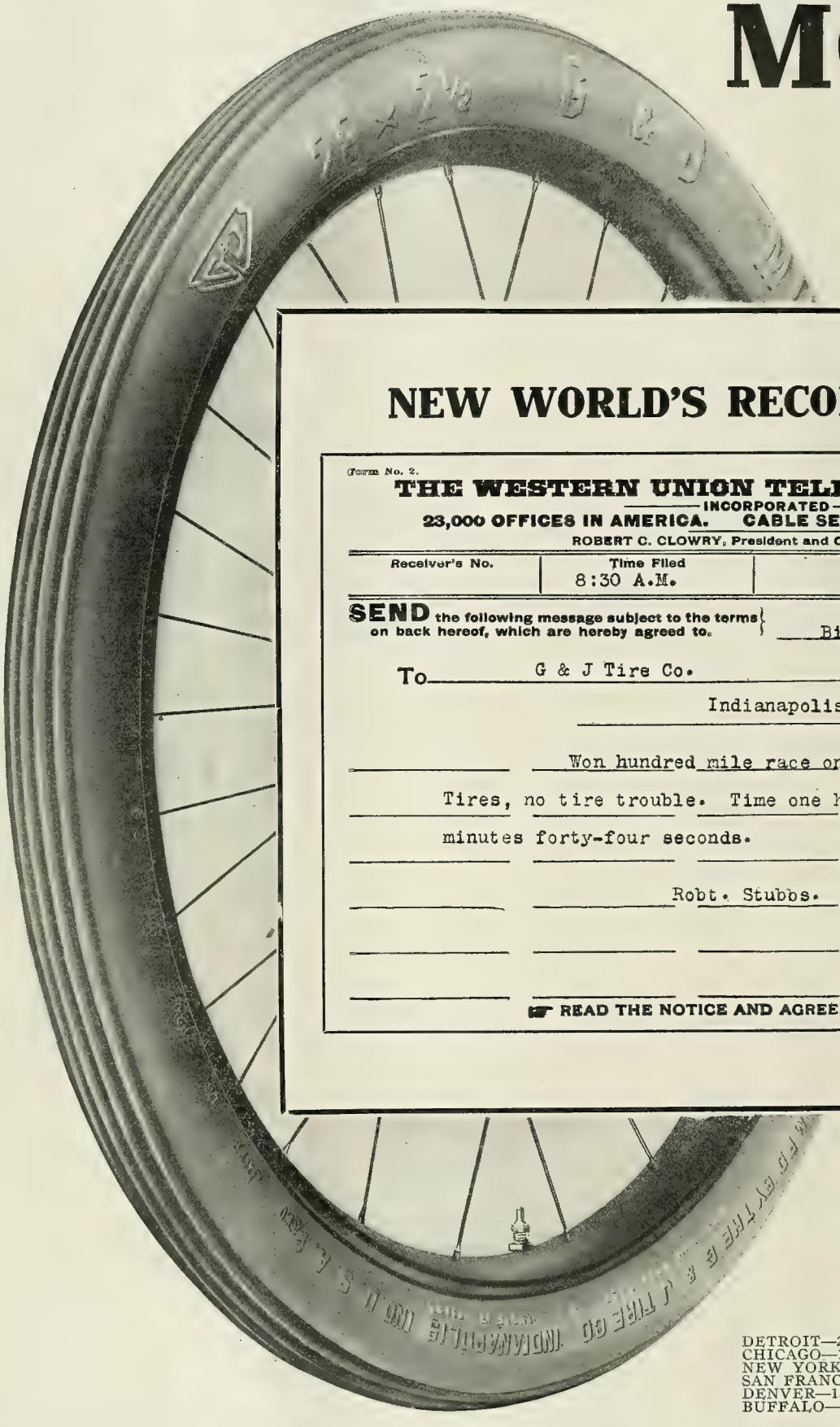


ROGER LABROUSSE MAURICE BROCCO

MORE V

FOR IND

G&J



NEW WORLD'S RECORD 100 MILES

(Form No. 2.)

THE WESTERN UNION TELEGRAPH COMPANY.

INCORPORATED

23,000 OFFICES IN AMERICA. CABLE SERVICE TO ALL THE WORLD.

ROBERT C. CLOWRY, President and General Manager.

Receiver's No.	Time Filed	Check
	8:30 A.M.	22 Paid

SEND the following message subject to the terms on back hereof, which are hereby agreed to. Birmingham, Ala. Nov.24 190

To G & J Tire Co.

Indianapolis, Ind.

Won hundred mile race on Indian, G & J Tires, no tire trouble. Time one hour forty-seven minutes forty-four seconds.

Robt. Stubbs.

☞ READ THE NOTICE AND AGREEMENT ON BACK. ☜

Send for Cata

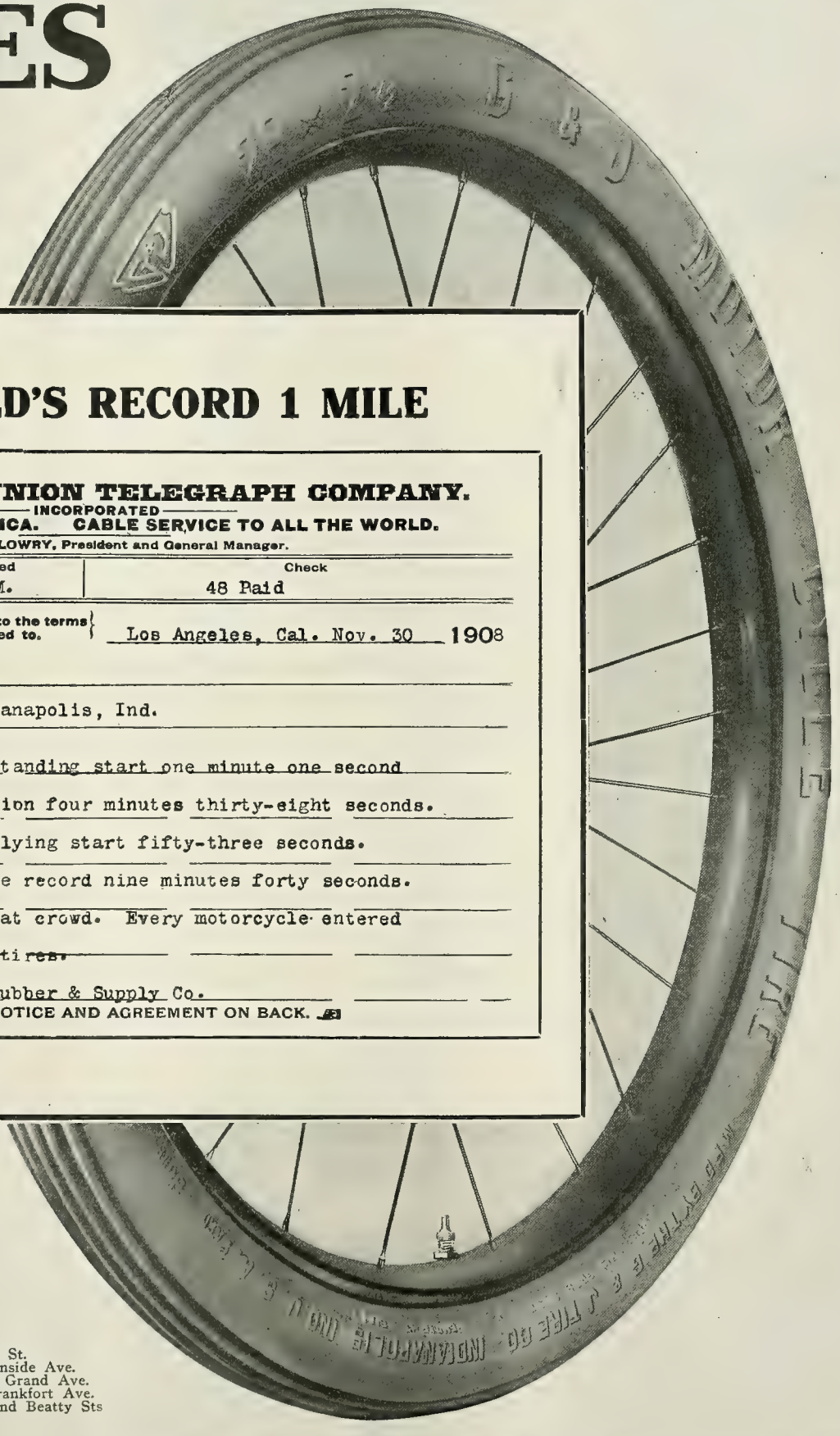
G&J

INDIANA

DETROIT—256 Jefferson Ave.
CHICAGO—1434 Michigan Ave.
NEW YORK—10 W. Sixtieth St.
SAN FRANCISCO—414 Van Ness Ave.
DENVER—1541 Cleveland Place.
BUFFALO—912 Main St.

PHILADELP
LOS ANGEL
MINNEAPOL
OMAHA—160
ATLANTA—3
ST. LOUIS—

CTORIES
IAPOLIS
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Receiver's No.	Time Filed	Check
21	2.30 P. M.	48 Paid

SEND the following message subject to the terms on back hereof, which are hereby agreed to. Los Angeles, Cal. Nov. 30 1908

To G & J Tire Co.,
Indianapolis, Ind.

Huyck mile competition standing start one minute one second
Huyck five mile competition four minutes thirty-eight seconds.
Huyck mile competition flying start fifty-three seconds.
Blaylock amateur ten mile record nine minutes forty seconds.
Weather magnificent, great crowd. Every motorcycle entered used Indianapolis G & J tires.

Western Rubber & Supply Co.

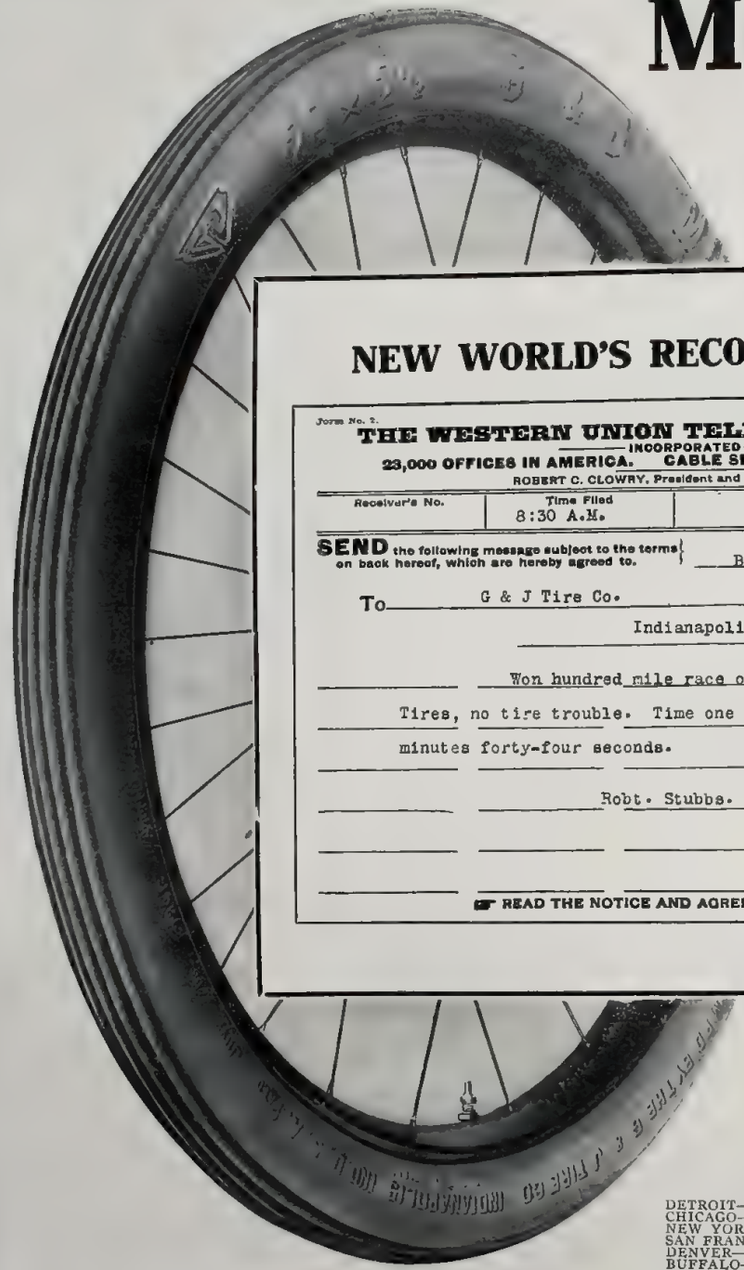
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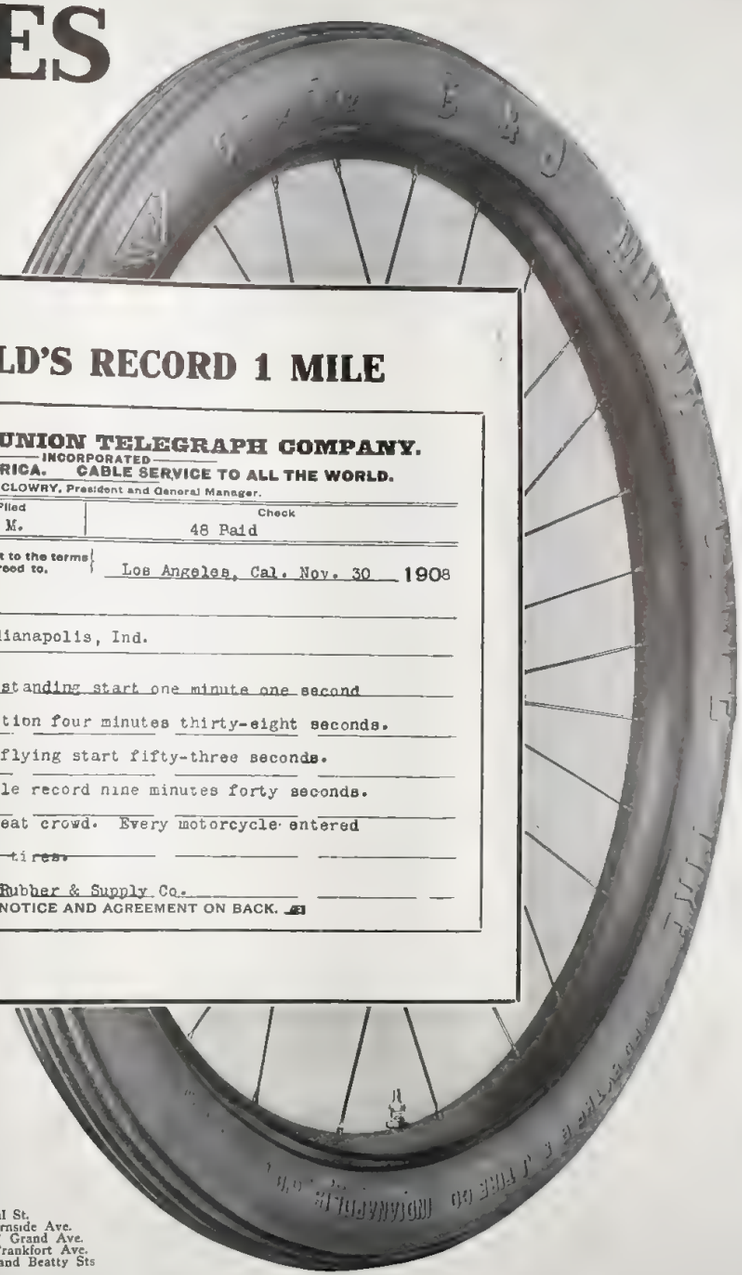
ıe and Prices
RE Co.
IS, IND.

Broad St.
. Main St.
Second St.
St.
St.
urth St.

BOSTON—110 Federal St.
PORTLAND—326 Burnside Ave.
KANSAS CITY—1607 Grand Ave.
CLEVELAND—326 Frankfort Ave.
PITTSBURG—Baum and Beatty Sts

MORE VICTORIES
FOR INDIANAPOLIS
G & J TIRES





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MINNEAPOLIS—21 S. Second St.
OMAHA—1608 Harney St.
ATLANTA—35 Pryor St.
ST. LOUIS—[illegible] N. Fourth St.

BOSTON—110 Federal St.
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NORMAN M. ANDERSON



JOHAN STOL



ROBERT J. WALTHOUR



JOHN BEDELL



JOE FOGLER



JAMES F. MORAN



MENUS BEDELL



F. A. McFARLAND



W. L. MITTEN

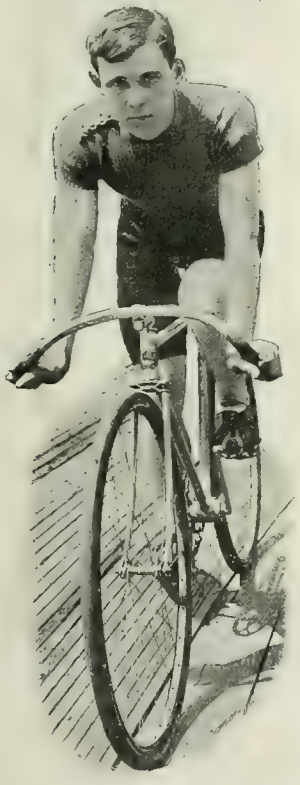


ELMER J. COLLINS

partner the following year and could do no better than ninth, and in 1904 he did not finish. He finished third in 1905 and seventh in 1906. Last year he and Fogler finished second. As McFarland and Moran openly avow that they intend to do their hardest riding the first five hours, some interesting developments may be looked for.

Palmer and Walker.

W. Palmer and Gordon Walker will be known as the "Kangaroo Team," as both these riders are native Australians. Just how they will figure is problematical as neither are topnotchers, although Palmer should be able to hold his own in the sprints. Walker is best known as a pursuit rider and doubtless will do the heavy work for the team. This will mark Walker's debut at six day racing. Palmer has had one experience—in 1904—when he and his partner, Agraz, quit after riding into the last day. Palmer then returned to Australia where he was a prominent contender in sprint races. He came back to America this season, bringing Walker with him, and the pair made a good showing at Salt Lake City.



MATT DOWNEY

The team is not considered very dangerous, however.

Lawson and Fogler.

Although the race of 1907 was Iver Lawson's first try at six day grinding there is no better known six day rider than his partner, Joe Fogler, and that he has secured such a good running mate should prove profitable for Lawson. The big Brooklyn rider is about as husky a lad as ever straddled a bicycle and in times past always has been in the thickest of the fray. Fogler is a native Brooklynite, 25 years old. He stands 5 feet 10½ inches in height and weighs about 180 pounds. After making a good record as an amateur Fogler turned professional in 1905 to compete in the six day race and since that time he has been a prominent contender in long distance grinds, winning both the races of 1905 and 1906. Last year he was tied with Rutt for first, but the German beat him in the sprint. Since then Fogler has improved and is beyond question one of the best riders in the contest. Although he had made a brilliant record as a sprinter, having in 1904 won the world's sprint championship, Iver Lawson's first attempt at six day riding was in 1907. He had Urban MacDonald as his partner and was put out of the contest when the latter met with injuries that later caused his death, but at the time of the accident the team was several laps behind. Lawson has just won the 10 hours a day six day race at Boston and says he is in condition to go through the big



IVER LAWSON

grind. The "Flying Swede," as he sometimes is called, did not do much riding this season, as a series of misfortunes kept him out of the running until the latter end of the season.

Walthour and Root.

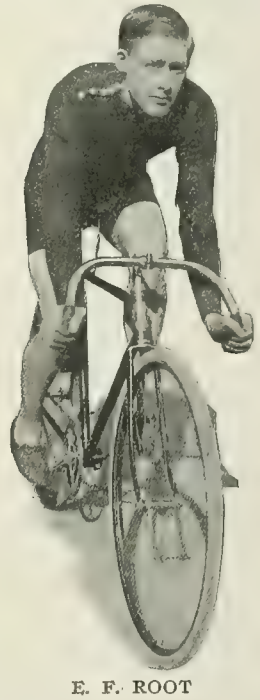
If Walthour rides as well as his partner Root, this team will prove a formidable combination, but as the Southerner has fizzled on several occasions too much dependence cannot be placed upon him. Both Walthour and Root have excellent reputations as bicycle riders. Walthour is 29 years old and began riding in 1896. His first six day race was in 1901, when with Archie McEachearn, he swept the boards clean, repeating the victory in 1903 with Ben Munroe. Walthour dropped very low in the scale of public favor in 1904 when he led a strike of some of the riders, and because of this he was not allowed in the race the following year. In 1906 he was handicapped by an accident to MacLean, his partner, and last year he quit after riding 187 miles. Root is one of the best known, and by many reckoned the best six day rider in the world. He jumped into fame when he won the race in 1904 and established himself by winning again in 1905 and 1906. His six days debut was in 1902 when he finished sixth. The following year Dorlon's illness forced him out. Root is a dangerous man in a sprint and can be counted upon in any emergency, which is more than can be said of his partner.

Rutt and Stol.

Walter Rutt and Johan Stol are the best foreign combination in the race, and hold the distinction of being the only foreign team that has won the race, since team racing was organized, this victory having been accomplished last year. Rutt began riding in 1900 and Stol in 1902, the former being 25 years of age; Stol is two years younger. Rutt's first six day race was in 1906 when he had McFarland for a teammate; he finished third. Stol has ben a notable figure in four six day grinds, his partner for the first three years being Arthur Vanderstuyft, of Belgium. In 1904 Stol finished second, in 1905 he was fourth, but in 1906 did not finish because of injuries to his teammate. Both Rutt and Stol have a long string of victories to their credit. Rutt and Stol are an interesting pair, both having a fondness for practical joking, and as they speak English well have an advantage of their fellow foreigners. Rutt's hobby is in collecting postage stamps, which as earned for him the sobriquet of "Stamps," while his partner is known as the "Handsome Hollander."

Dupre and Georget.

In style of riding Victor Dupre and Leon Georget are opposites, the first named being a sprinter and the latter a plugger of extraordinary ability. Both are native Frenchmen, Dupre hailing from Roanne and Geor-



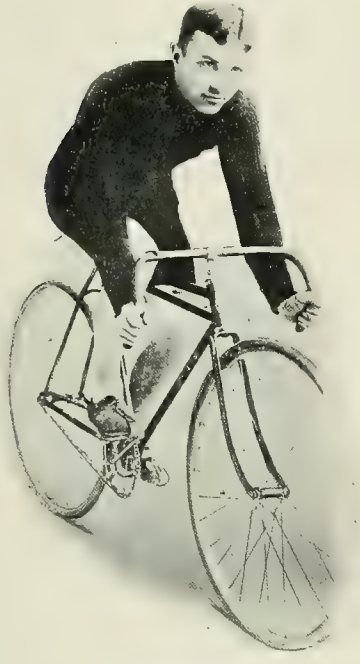
E. F. ROOT

get from Chatellerault. The former is 24 and the latter 29 years old. Dupre first came before the public's notice in 1905 when he finished second to Poulain in the championship of France; the following year he finished second to Friol, and also ran the latter a close race in the Grand Prix. Last year he was teamed with Georget and finished third in the six day race. Georget's first six day race was in 1906, when he was paired with his brother, but he came to this country, with a long string of victories, including the famous Bol d'Or in 1903 and 1907 and the Bordeaux-Paris road race. His most notable achievement this year was in winning the Bol d'Or and breaking all world's human paced records from 6 to 24 hours.

Vanoni and Anderson.

Although he is an Italian, Charles Vanoni, was born in New York City 31 years

ago. His parents moved to France and later to Argentine Republic, where Vanoni first became interested in bicycle racing. This year's race will be Vanoni's fourth six day affair. Gougoltz was his partner in 1905 but retired with a broken rib and the following year Vanoni was eliminated through an accident. Last year he and Breton finished eighth. Vanoni is a popular rider and his appearance upon the track invariably is the signal for a burst of cheering. Anderson came to this country two years ago from Copenhagen, Denmark, and although he had won the professional sprint championship of his country for two years he did not class with the American riders. Participation in the Boston race last year and riding with the best riders in America since that time has rounded him into one of the best pedal-pushers in America. This will be his first six day grind and the riders are



GEORGE WILEY

prophesying that he will not remain until the finish.

Downing and Hollister.

Hardy K. Downing, of San Jose, is, like his fellow townsman, McFarland, an "old reliable" bicycle rider. One interest particularly attaches to Downing. He always celebrates his birthday on the track and he will be 31 years old on Thursday, December 10th. Downing also has for a few weeks been the possessor of a bouncing baby boy, so he is particularly anxious to make a good showing. His first six day race was in 1904 but he did not finish. Downing and Bowler finished sixth in the grind of 1905 and the following year the former ran Fogler a close second for first money, being beaten in the final sprint by only the width of a wheel. Downing was unfortunate last year. He had picked Hopper for a partner but the latter was unable to ride because of injuries received at Boston, and Downing had to take Butler at the eleventh hour. Butler was out of training and blew up soon after the start. Downing and Matt Downey then formed an alliance and surprised every one by finishing fourth. C. L. Hollister was born in Springfield, Mass., but of late years has made his residence in Salt Lake City. Hopper was his partner in 1905 and the team got fifth money. It is a coincidence that his present partner was his partner in 1906, when they finished second. Last year Hollister did not compete.

Collins and Mitten.

Although he has competed in several so many hours a night races and has won many victories behind pace this will mark Elmer J. Collins's debut at the real six day game. Mitten competed in the grind of 1907, but was forced out because of accidents to his



HARDY K. DOWNING

stable mate. In stature both Collins and Mitten are far below the average, and it is thought that Collins, at least, will not be able to go through the race. Both riders are plucky, however, and expect to be in at the finish. Collins lives in Lynn, Mass., while Mitten comes from Davenport, Iowa, where he has a large farm.

Bedell and Bedell.

No six day race would be complete with the Bedell brothers—John and Menus—who originally came from Lynbrook, Long Island, but who have been residing in Newark, N. J., the past few years. They started as a team in 1902 and finished fourth, and were sixth in the final placing the following year.



J. FRANK GALVIN

They were among the strikers in the grind of 1904 and quit riding in the middle of the week. They finished second in 1905, and have been in every race since.

Downey and Logan.

It will look like the race of 1905 with Matt Downey and Pat Logan as a team. In that year Downey started with Tommy Hall of England, and Logan's partner was Pat Keegan, of Lowell. Both partners blew up and Logan and Downey formed a combination, finishing seventh. That was Downey's first six day race. In 1906 he finished seventh with Moran, and last year Walthour was his partner. The later combination of Downing-Downey finished fourth. Logan's first six day race was in 1904, when he finished fourth with Keegan as partner. He was seventh in 1905, fifth in 1906 and seventh in 1907. Both Logan and Downey are extremely popular and will prove a magnet to draw all the Irishmen in Greater New York to the Garden.

Faber and Lafourcade.

François Faber and Henri Lafourcade are



C. L. HOLLISTER

not considered dangerous by the American riders, although the former has an enviable record as a road rider. Faber is a giant in proportions and looks able to stand the brunt of any kind of hard work. Although he is only 21 years old he has been a prominent figure in long distance road races for two or three seasons, his latest victory being the Tour de Lombardie, several weeks ago. Lafourcade is the sprinter of the team, but is only a second rater.

Brocco and Labrousse.

Maurice Brocco comes to America with a splendid record in tandem-paced races, but as this style of riding is vastly different from six day racing it remains to be seen how he will fare when the big sprinters get in action. Brocco's greatest achievement this year consisted in breaking the world's tandem-paced record for one hour. At the Buffalo track, August 20th last, Brocco won an hour tandem paced race, covering in that time 30 miles 1,667 yards, breaking the record held by the late Rene Pottier. Not satisfied with this performance Brocco made another attack upon the record ten days later and succeeded in covering 31 miles 1,594 yards in the 60 minutes of riding. Labrousse has not done anything very wonderful, most of his riding having been confined to sprint races. He is considered a second rate sprinter.

HUYCK TRIES OUT "THE CLIMATE"

Chicagoan Stars at Los Angeles but Stops Short in Hour Race—Good Sport and Some New Records.

With California climate all around him and with his tires bulging with California air, Fred Huyck, of Chicago, put the speed-giving qualities of the glorious climate to the test on Sunday last, 29th inst., at Los Angeles, and while it was not proved wholly wanting, the speed developed did not make the climate of the rest of the country look quite so weather beaten as some enthusiastic natives fancied would prove the case. Huyck finally got the best of that tough old customer, the record for the standing mile, which so long resisted his efforts in Michigan, and he also made a big dent in the five miles, but it is not wholly a secret that he hoped to add many miles to the hour record and, truth to tell, he might have added something to it had not a gasolene feed pipe broken at the critical moment.

Huyck made the "climate test" at the Derkum benefit meet on the mile track at Ascot Park, and was, of course, the star of the occasion. He won two races and created three new records. In the five miles event he covered the first mile in 1:01, breaking the previous record of 1:04⅗, and finished the full distance in 4:38, or 18⅖ seconds better than the former record. In this race he rode the third mile in 53 seconds. In the hour race, after lapping every other contestant, he went down and out with a broken feed pipe after completing 25 miles in 24 minutes flat, three-fifths of a second inside of the previous best.

The promoters of the meet apparently were not in possession of the latest records and although G. Blaylock was credited with breaking the ten miles competition record by doing the distance in 9:40, although the official record is 9:38, which latter is far behind Huyck's record of 9:17 made in open competition in Detroit in Septehber, but which for some reason does not appear in the official table. At the same time the Californians overlooked the fact that in winning the hour race with a total of 57½ miles, Blaylock broke the hour competition record of 56 miles 660 yards. The best performance, 61⅕ miles, was made in a time trial.

The day was ideal and a crowd of 6,000 people witnessed the sport. In the first event, five miles for machines not exceeding 20 cubic inches, but three men started, and R. Graves (Thor) simply walked away with the honors in 6:30⅕. The other two, M. J. Graves (Indian) and F. J. Loge (Thor) finished in that order, away behind. Huyck (Indian) made his first appearance in the next event, five miles for twins not exceeding 40 cubic inches, and suffered defeat. To the great surprise and delight of the home-folk, Seymour (Thor) took his measure in the best race of the day. The local lad trailed the mile champion for four miles and by good work and coaxing, squeezed past in the last half mile. Time, 5:30⅕.

Huyck, on a 3½ Indian, made a runaway, however, of the five miles open for singles, which he won in 5:21⅗, beating A. Chelini, of San Francisco (Thor) and Charles Balke, of Los Angeles (Merkel). The Chicago lad on a 7 Indian, repeated in the five miles open for twins, in which he fairly electrified the big crowd by his daring work. He got off the mark like a shot, covered the first mile in 1:01, and keeping up the pace finished the distance in the record time of 4:38; the other contenders were away behind, Blaylock (Indian) and Earhart (Thor) trailing in that order. Erwin Knappe, a splinter of a boy, on a 3½ Indian, won the five miles for stock singles, with lots to spare; the runners-up were M. J. Graves (Indian), and Seymour (Thor), both of whom also are mere lads.

Two California "championships" at ten miles, one for singles, the other for twins, also were decided. Chelini (Thor) won the former in 10:51⅗, and Blaylock (Indian) the latter in the near-record time of 9:40.

After Paul J. C. Derkum had tried for the ten miles professional record and failed—he did 10:07—the hour race was called. It was expected to prove the race of the day and to create a record that would stand for a long time. The race brought together J. Howard Schafer, the holder of the competitive hour, and Huyck, the holder of the record against time. At the crack of the gun, however, Huyck jumped to the front and left Schafer and the rest of the big field further behind with every revolution. Riding well inside one minute he soon lapped every other contender and at the 25th mile—ridden in the record time of 24 minutes, he was so far ahead that all seemed over but the shouting. But the race is not always to the swift, and on the 28th mile a broken feed pipe brought the flying Chicagoan to a sudden stop. He did not resume and Seymour assumed the lead only to be displaced by Blaylock, who went ahead and ultimately won by a quarter mile with a record of 57½ miles, a new competitive record. Seymour was second; Earhart got third, and Shafer (Thor) fourth; they were, however, three miles behind the leader. The summaries:

Five miles for fully equipped single cylinder stock machines—Won by R. Seymour, Thor; second, M. J. Graves, Indian; third, F. J. Loge, Thor. Time, 6:30⅕.

Five miles for fully equipped double cylinder stock machines—Won by R. Seymour, Thor; second, Fred Huyck, Indian; third, M. J. Graves, Indian. Time, 5:30⅕.

Five miles free-for-all single cylinder machines—Won by Fred Huyck, Indian; second, A. Chelini, Thor; third, Charles Balke, Merkel. Time, 5:21⅗.

Five miles free-for-all double cylinder machines—Won by Fred Huyck, Indian; second, G. B. Blaylock, Indian; third, E. E. Earhart, Thor. Time, 4:38 (world's record).

Five miles free-for-all single cylinder machines—Won by Erwin Knappe, Indian; second, M. J. Graves, Indian; third, R. Seymour, Thor. Time, 6:28.

Ten miles against time, professional—By Paul J. C. Derkum. Time, 10:07.

Ten miles "championship of California," for single cylinder machines—Won by A. Chelini, Thor; second, Charles Balke, Merkel; third, M. J. Graves, Indian. Time, 10:51⅗.

Ten miles "championship of California," for double cylinder machines—Won by G. B. Blaylock, Indian; second, J. H. Shafer, Thor; third, F. E. Beuneman, Minerva. Time, 9:40.

One hour open, first 25 miles for world's record—Won by G. B. Blaylock, Indian; second, R. Seymour, Thor; third, E. E. Earhart, Thor. Distance, 57 miles (world's competition record). Fred Huyck's time for 25 miles, 24:00 (world's record).

Carman Wins Indoors in Fast Time.

Clarence Carman, who cut quite a figure in amateur track races this season, won the one mile handicap bicycle race at the Thirteenth Regiment armory games at Brooklyn, Saturday night last, 28th inst. Owen J. Devine did the handicapping and he placed himself on scratch and Carman on 10 yards. Carman should have been on the honor mark as he broke the armory record by several seconds. As he started from a mark, however, the record does not stand. Walter Raleigh, from the 25 yards mark, was second. The time, 2:24⅘. C. H. Mohrman, with 130 yards handicap, won the two miles race from William Schreyer, who started five yards ahead of him, Raleigh, from 40 yards, being third. The time was 4:50⅘.

Major Weed Reaches the Far West.

Major E. A. Weed, the 67-year-old tourist, who is leisurely Racycling across the continent, had reached Kansas City at last reports. He then had completed 4,237 miles and ridden in 17 States. The doughty old gentleman was in good shape but unless he escaped the heavy snow which fell in Kansas and Oklahoma his further travel toward the Pacific will be considerably retarded. One of the western newspapers dreamed that the major is mounted on a motorcycle and says he is singing the praises of motorcycling as he goes along but as a matter of fact he is still pushing the pedals of the Racycle on which he started last May.

Castle Point Cyclers Choose Officers.

The Castle Point Cyclers, of Hoboken, N. J., have elected the following officers for the ensuing year: President, William A. Eicke; vice-president, Alfred Pope; treasurer, John A. Schwartz; recording secretary, Elliott A. Wahlers; corresponding secretary, F. E. Dunham; captain, Carl Lange; trustees, George A. Helms, John M. Rehm and William Sengstacke.

Current Comment

It appears evident that like some other professional promoters, "the excellent Pat Powers" or his press agent, is not backward in handing the New York public a slice of that championship of the world bunkum. One or the other is heralding the match race between Wills and Walthour which is to precede the six days race as a championship of the sort. While both of these riders have large reputations, neither is a champion of anything, and, it does seem that it is some organization's business to step in and insist that the proudest and most valued title in sport shall not be used by promoters as a football or doormat or as a shell game with which to fool the public. Neither cycling nor motorcycling has yet fallen to the level of prize fighting, which is the only so-called sport in which "champeens" are made to order or while you wait.

* * *

I have been somewhat surprised by the complaisant view of the matter taken by some intelligent and decent men.

"Where's the harm?" I heard one of them remark with a laugh that indicated that he himself knows where it is. "The public doesn't know the difference."

And this apparently is the view of the professional promoter. He is interested only in the size of the "gate" and seems to believe that fooling the public with almost any old wheeze is a perfectly legitimate means of increasing his receipts. But a small portion of the public does know "the difference." It is that portion of the public which loves a particular sport for the sport's sake and not for the dollars there may be in it. They are the people who make possible the permanency and wholesomeness of a sport and the governing organization owes it to them that "phony" championships and other bunkum shall not be served up.

* * *

A few days ago I saw a visiting card which makes evident that at least one man has found a means of becoming a "world's champion" that is simpler even than those employed by the "excellent Pat," the "remarkable Tom" or the "enterprising Jack." He merely adopted or annexed the title. The card in question was that of P. J. C. Derkum, of Los Angeles, Cal., which not only bears his portrait, but the modest title "World's Champion." While I know that Derkum has a reputation as a daring rider and that once he hung up a long string of records, if ever he won a race outside of California or competed in an event that an over-reaching promoter fantastically had billed "championships of the world," I never heard of it—and I've read the Bicycling World regularly and quite thoroughly, too. While it would add no substance to such self-appropriated titles, it certainly would be extremely diverting to discover the mental or mathematical process or other process by which men—pugilists and actors excepted—who never won a hall marked championship, have the hardihood to pose as champions, in print or out of it.

* * *

Derkum, however, is not the first visiting card motorcycle champion that this country produced. That remarkable distinction was earned by a young fellow who lived in New York, John Somethingorother by name. In 1902 or '03 John won three or four races in this vicinity and then went down to the first F. A. M. meet in Cambridge, Md., where they had a little track with almost square corners laid out in the center of a potato field, and there I believe he won one or two other events. When he came home, John rushed to a print shop and had new cards run off of the press. They bore "Amateur Motorcycle Champion" in modest type, but John was discreet and gave them but limited circulation in New York. One or two of them, however, found their way into the New York Motorcycle Club, of which he was a member, and as a result, he was so unmercifully "kidded" that in no time at all the "champion" dropped out of sight. All of which indicates that the Californians are either more charitable than New Yorkers or that they take more stock in ready-made champions.

* * *

Talking of this sort of thing reminds me that recently for the first time I saw one of the F. A. M. standard championship medals—one of those struck from the standard die that has been officially adopted. Not only is the design attractive, but the medals are genuine gold and are heavy, and therefore must represent real value. I heard also the story that led up to the adoption of the die. It seems that after the annual meet in Rochester, N. Y., two years ago, the medals for the championships decided there were conspicuous by their absence. Complaints lodged with the F. A. M. officials were duly referred to the Rochester club, but the club men apparently were afflicted with pen paralysis. It was several months before a reply was obtained, and this long-delayed reply came from a disgusted member who reported that the club had fallen apart and that his former colleagues seemed not to realize their obligations. He and one or two others, however, had decided to make good the deficiency and after several months more of delay, the medals actually were delivered, not to the winners, but, packed in a pasteboard box that once had contained spools of thread, they were mailed to an F. A. M. official.

* * *

When the latter laid eyes on the medals they say he wrote one of the Rochester men and asked him if he was being made a victim of a joke; none could blame him if he did so. I saw a set of these Rochester medals—there were nine of them in all—and of all the things that ever masqueraded under that definition, nothing possibly can be in the same class. In my day, I've seen dozens of the country fair near-medals, the little almost transparent wafers of gold with lettering scratched on them, but compared with these Rochester creations they are works of art. The Rochester whatchercallems were meant to be round, but the boy who must have cut them with his toy scroll saw evidently was nervous and could not cut a true circle; it may be imagination, but apparently the same boy scratched the inscriptions with his penknife, and did not know how to spell "championship," as "c'h's'p" does duty for that word; the gold medals are brass and the bronzes look like dirty pieces of tin. If I had not seen them, I would not believe that such things possibly could exist. They are absolutely and unquestionably "the limit." I do not exaggerate when I say that except as curiosities, no man in his right mind would give ten cents for the whole lot.

* * *

As the story goes, the Rochester men who had tried to "make good" reported that they had been "done" by some one and then washed their hands of the matter. The F. A. M. officials, however, had the elephants on their hands and had too much pride in their organization to deliver the junk—which is the only fit term for the so-called medals—to the champions to whom they belonged, nor could these officials report to the organization that Rochester had defaulted as literally this was not the case. As the only way out of the difficulty and without saying anything about it at the succeeding annual meeting, the then president, the then chairman of the competition committee (Roland Douglas) and Secretary Wehman—these three went down into their own jeans and paid for an entirely new set of nine medals, which were, of course, the real thing. They bear the imprint "Rochester," but Rochester isn't entitled to five cents worth of credit for them. Before he retired from office. Douglas made certain that all future F. A. M. champions will obtain medals worthy of the honors. He had an official design and die formally adopted.

THE ANNOTATOR.

Hackensack Claims the Credit for Wing.

Chin Yep, of Springfield, Mass., is not "alone in his glory," as was first supposed. It was thought that Yep was the original and only motorcycling Chinese laundryman in this country, but since the Bicycling World published the item to that effect, Hackensack, which is in New Jersey, has been heard from. Hackensack has arisen to remark that in the person of Chin Wing, otherwise Charlie Wing, it possesses the Chinese to whom the distinction accorded Yep really is due. Wing has owned four different motorcycles in as many years and just now is operating a Thor delivery van and pleasing his patrons by prompt service.

MENUS BEDELL TRIMS MACLEAN

He Defeats the Champion in Gruelling Match at Boston—Halstead Wins Hotly Contested Amateur Event.

Menus Bedell, the Newark pacefollower, sprinter and several other kinds of a rider, took some starch out of Hugh MacLean, America's champion pacefollower, at Boston last Saturday night, 28th ult. The Newarker and the Chelsean clashed in a 15 miles paced race and the former had the champion beat from the crack of the gun. The distance was covered in 25:39⅗, fast going for a 10 lap track.

The paced race between MacLean and Bedell was the feature of the meet and sufficed to bring a large crowd of enthusiasts to the Park Square coliseum. They were rewarded with a good race for the battle was gruelling from the start. Bedell gained a half lap early in the contest and for mile after mile fought to get by. He finally succeeded and MacLean quit, a beaten man. It was announced that he had a punctured tire, but there were a number of persons who had different opinions.

MacLean and Bedell started from opposite sides of the track and, contrary to general expectations, the Newarker gained from the start, trailing MacLean—a lead of a half lap—at the end of the second mile. A sudden switch on the first turn of the fourth mile caused Bedell to lose his pace, but by hard sprinting he regained the roller, although he lost a quarter lap by the process.

Bedell rode superbly after getting under way and five miles found him again in a trailing position, practically a half lap ahead. The champion got mad after Bedell tried time and again to pass, and at 10 miles he made a desperate effort to shake Bedell. The latter had plenty of speed and it was the general opinion that MacLean "pulled his own cork." On the last mile, with the crowd on its feet cheering frantically, Bedell succeeded in passing MacLean and the latter quit. It was announced that he had a puncture but it would not have made any difference anyway, as the race was Bedell's.

Patrick Henry Logan, the soft-spoken and silver-tongued South Boston orator, "slipped one over" in the mile handicap for professionals. Logan was the scratch man and he did not lose any time after the starting gun. In fact, Patrick scooted around the curves in much the same manner as he would dodge process servers were the latter after him, and there was not a man in the race that could hang on his rear wheel. Hill had 50 yards and Logan won from him by a length. Collins was third. It looked very much like a three-man combination, but the referee didn't see it.

Just before the races the official handicapper enjoyed an unusually savory dinner. He felt so much at peace with all mankind that he allotted very long marks in the half mile handicap. The result was that Halstead, the scratch man, did not have a ghost of a chance to win from his mark. The race went to Morgan, from 70 yards, with Hayes, 60 yards, second.

Halstead got back at him, however, in the ten miles open, which developed into one of the hardest kind of amateur races held in Boston in a year. Mile prizes were offered and Halstead and Giles went after them, each scoring four, while the odd one went to Jokus. With a half mile to go Halstead took the lead and was never headed, although Owens was figured as a possibility for a brief second. Goodrich got third. The summaries:

One-half mile handicap, amateur—First heat won by S. Goodrich (60); second, Ernest Jokus (50); third, Tom Panacy (80). Time, 1:01⅖. Second heat won by Morgan (70); second, Hayes (60); third, J. J. McKinnon (50). Time, 1:01⅕. Third heat won by Alfred Halstead (scratch); second, Louis Owens (50). Final heat won by Morgan; second, Hayes; third, Owens. Time, 0:58⅘.

Ten miles open, amateur—Won by Alfred Halstead, Sacramento, Cal.; second, Louis Owens, National T. V. W.; third, S. Goodrich, Boston. Time, 24:24⅗. Mile prizes—Halstead 4, Giles 4, Owens 1.

One mile handicap, professional—First heat won by Fred Hill (50); second, Pat Logan (scratch); third, Hugh McPartland (75). Time, 2:06⅘. Second heat won by J. T. Halligan (80); second, Bob Lake (65); third, Elmer J. Collins (30). Time, 2:10. Final heat won by Logan; second, Hill; third, Collins. Time, 2:09⅗.

Fifteen miles motorpaced match—Won by Menus Bedell, Newark; second, Hugh MacLean, Chelsea. Time, 25:39⅗.

White and Brandes Win on Rollers.

Two interesting match races on the rollers were held at the club rooms of the International Cycle Association of New York City on Saturday night last, 28th ult. The first was a five miles race between Arthur Hintze of the Century Road Club of America, and Frank White, of the I. C. A. White won in 12 minutes ⅗ second. The chief event of the evening, however, was a match between Otto C. Brandes, of the Columbia Wheelmen, and the veteran Hardy Downing Jackson, of the Internationals. Jackson got "trimmed" in two straight heats, Brandes winning the half mile in 37⅕ seconds and the mile in 1 minute 15⅕ seconds. It is now stated that Jackson has challenged Brandes to a return match, the prize to be a screw driver, a tube of cement or a roll of tape.

Motorcyclists Effect Organization.

The Columbus (Ohio) Motorcycle Club has effected permanent organization by the election of the following officers: President, M. B. Griffith; secretary-treasurer, H. B. Erlenbusch; sergeant-at-arms, Elmer Day.

BUTLER AGAIN IN THE RUNNING

With Broken Collar Bone Mended He Rides Against Guignard in Paris—Loses Race but Wins Most Money.

After being incapacitated for several weeks because of a broken collar bone, Nat Butler, the American pace follower, again got into running at the velodrome d'Hiver, Paris, Sunday, 22d ult., and although his enforced absence from racing showed its effects, Butler was able to acquit himself creditably in his match against Paul Guignard. A large crowd applauded Guignard for his victory and Butler for his brave and spectacular effort.

These two cracks met in the second annual Prix Gaston-Rivierre, in three heats of 10, 20 and 30 kilometers. The prize was 1,000 francs for first and 800 francs for second, with an additional prize of 500 francs to the winner of the third heat. Although Butler lost the first two heats, by winning the third heat, he got more money than Guignard.

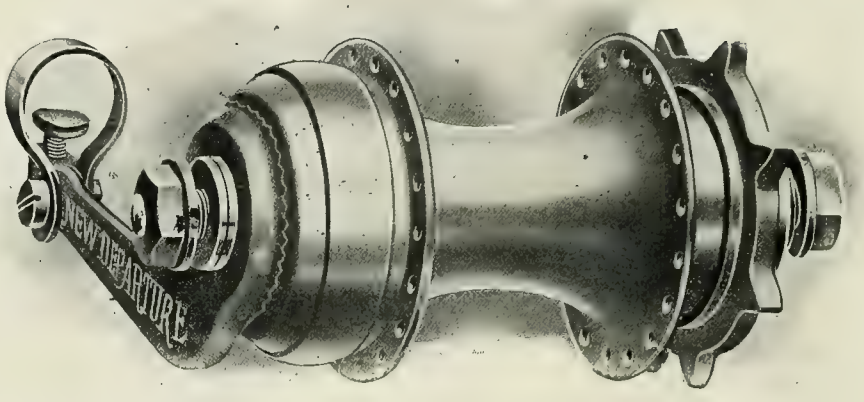
Guignard made the better start in the first heat, but Butler gave him a fight in the 15th lap. The American was not able to pass, however, and Guignard won the heat by three-quarters of a length, covering the distance of 10 kilometers in 7:33⅖. Guignard won the second heat of 20 kilometers and lapped Butler twice in the distance. The distance was covered in 14:52⅗, which was two seconds better than the old record.

It was seen in the final heat, 30 kilometers, that Butler had been waiting for the big prize, for he beat Guignard off the mark and immediately proceeded to tack a lap on the Frenchman. Butler rode like a whirlwind, and at 20 kilometers had broken the record made in the other heat by his rival; Butler's time was 14:45. The American kept on going and finished the distance in 22:03, the old record by Darragon being 22:20⅘. Guignard was six laps behind at the finish.

A sprint match between French and German riders also was decided at the same meet, the native riders triumphing with a total of 7 points against 15 points for the Germans. Hourlier defeated Henri Mayer by three-quarters of a length in the first heat and Friol disposed of Otto Meyer in the second. In the third heat Hourlier won from Meyer by a half length, while Friol took Mayer's measure. The fifth heat was contested by all four riders and Friol beat Hourlier by two lengths. Mayer was third and Meyer fourth.

Delage, Rettich, Gardellin, Vanden Born, Carapezzi and Comes qualified for the semi-final heats of the third anual Prix Charles Brecy. Gardellin won the first semi-final and Vanden Born the second, Delage qualifying for the final in the repechage. The final heat went to Vanden Born by three-quarters of a length, with Delage a length behind Gardellin.

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NEWARK RIDERS ON THE ROLLERS

Bay Views and Turners in Inter-Club Contests on Theatre Stage—Honors Hang in Balance Until Tonight.

The engagement of the Davis-Gledhill Trio of bicyclists at the Lyric Theater in Newark, N. J., this week was the means of bringing about some interesting home trainer races between local cracks of the Bay View and National Turn Verein Wheelmen. The inter-club match will conclude to-night.

The first series of races were held on Tuesday night, 1st inst., and the heats proved interesting competition. Julius Hussey of the Bay Views and Louis Owens, of the Turners, contested the first heat and the former won after Owens's chain broke. Passenger, of the Bay Views, lowered the colors of Jokus in the second heat. The Turners' only victory of the night came in the third heat when Courtney Peer trounced Michael Ferrari. Walter Schlee, of the Bay Views, created some excitement in the final heat when he defeatd Jacob Magin.

The Turners turned the tables on the Bay Views when they came together the second time, Thursday evening, as they won five out of six heats. A. J. Clarke, the Australian rider, acted as referee, and the foreign and American six day riders occupied one of the boxes as guests of the management. Magin defeated Passenger in the first heat, and Owens took Schlee's measure in the next. The third heat went to Jokus, Ferrari being defeated. Schlee fell before Peer and Magin scored a voctory over Hussey. In the final heat of the series Passenger beat Owens.

Organized to Protect Sidewalk Privileges.

To secure the privlege of riding a bicycle on the sidewalks under certain limitations and restrictions forty business and professional men of Hastings, Neb., met at the rooms of the Y. M. C. A. in that city last week and formed the Hastings' Bicycle Riders' Association. Dr. Staright was elected president, Frank Rose, vice-president, and W. A. Taylor, treasurer. Each member pledged himself to subscribe one dollar annually, the fund thereby created to be applied toward securing convictions for violations of the bicycle ordinances of the city. The ordinance to permit riding upon certain sidewalks is now before the city council and it is believed it will be passed.

Brandes Makes a Clean Sweep.

Otto C. Brandes, the one-time Edgecombe crack, who now is fathering a club of his own—the Columbia Whelmen—was a triple winner at the games of the Commerce Athletic Association, held at the Astoria (N. Y.) field last Sunday, 29th ult. Brandes made a cleanup of the bicycle races, winning the half, the mile and the five mile events in fast time. The summaries:

One-half mile open—Won by O. C. Brandes; second, L. Shilling; third, W. Buchinghas. Time, 1:14⅕.

One mile open—Won by O. C. Brandes; second, R. Carlson; third, W. R. Wilcox. Time, 2:30.

Five miles open—Won by O. C. Brandes; second, L. Shilling; third, C. Wilcox; fourth, R. Carlson. Time, 14:10⅗.

Baltimore's Brooklyns Defeat Two Rivals.

The Brooklyn Wheelmen and the Highland Wheelmen, two Baltimore organizations, settled a little friendly argument on the former's track last Sunday, 29th ult.,



while the Patterson Wheelmen had a tandem race with the Brooklynites as an added attraction. The summaries:

Unlimited pursuit between Brooklyn Wheelmen and Highland Wheelmen—Won by Brooklyn team (Allard, Webster and Garrett); second, Highland team (F. Ensor, W. Ensor and Leitner). Distance, 1½ miles. Time, 5:00.

Unlimited motor paced pursuit—Won by E. Allard; second, H. Kleg. Distance, 1⅞ miles. Time, 5:30.

Unlimited tandem pursuit—Won by Brooklyn team (Baker and Webster); second, Patterson team (Moore and Stricker). Distance, 1⅞ miles. Time, 6:00.

Five miles motorcycle match—Won by E. Sawer; second, George Rodgers. Time, 9:52.

Brussels, Belgium, is to have a new winter track, the construction of it having already started. It will measure 200 metres instead of 333 metres, as was first proposed.

There are 115 professional riders in Balgium, according to figures just announced by the League Velocipedique Belge. The Belgian union also licenses 276 amateur bicycle riders and 49 motorcycle riders this season.

BAKER WINS CRESCENT ROAD RACE

Mishaps Mar Baltimore's Much Postponed Contest—Honor Marker Captures Time Prize and Second Place.

After many unsuccessful attempts the Crescent Bicycle Club of Baltimore, Md., last Sunday, 29th inst., had an opportunity to decide its 11 miles handicap road race that has been on the tapis for some time. The race was won by Thomas W. Baker, who started with a handicap of 3 minutes, and finished in 36 minutes 10 seconds. Thomas S. Taylor, the honor marker, won the time prize, besides finishing second for position. His time was 35 minutes 40 seconds, much slower than the record.

While bad weather previously had caused many postponements the weather last Sunday was all that could be desired, but bad luck seemed to be the fate of the riders, many of the fast men being put out of the running through a variety of mishaps.

The course was around the loop formed by the Rolling, Frederick and Johnnycake roads, which measures 5½ miles. This circuit was covered twice, the finish being at the corner of the Johnnycake and Frederick roads. A large crowd of Baltimore riders saw the start and finish.

Baker, who won the race, and Taylor, who finished second and scored first time prize, both rode heady races and were liberally applauded when they crossed the tape within a stone's throw of each other. Fifteen place and three time prizes were offered, the order of finish being as follows:

	Rider.	Hdcp. Min.	Time. M. S.
1	Thomas W. Baker	3	36:10
2	Thomas S. Taylor	scratch	35:40
3	Edward Leary, Jr.	8	43:45
4	Edward Leary	8	44:15
5	Charles Johnson	4	43:46
6	William Brooks	4	43:48
7	Herman Miranda	6	54:49
8	Charles O. Reville	5	45:45
9	Charles Amos	7½	51:35
10	Harry Brunner	3	57:05
11	Frank Simpson	2	46:05
12	James Trunston	1	45:15
13	Frank Fertitta	4	48:20
14	Henry Warring	4	49:18
	Time Prizes.		
1	Thomas S. Taylor	scratch	35:40
2	Thomas W. Baker	3	36:10
3	Edward Leary, Jr.	8	43:45

Discrepancy Discovered in Stubbs's Record.

While there is no doubt that he broke all previous motorcycle records for the distance, before the 100 miles performance made by Robert Stubbs at Birmingham, Ala., on November 24th, can be placed in the record table, a discrepancy must be reconciled. The total time for the distance as reported was 1:47:44, but in the tally sheets not the consecutive time, but the time for each mile was recorded and these foot up 1:51:51, or 4 minutes and 1 seconds more than the record claimed.

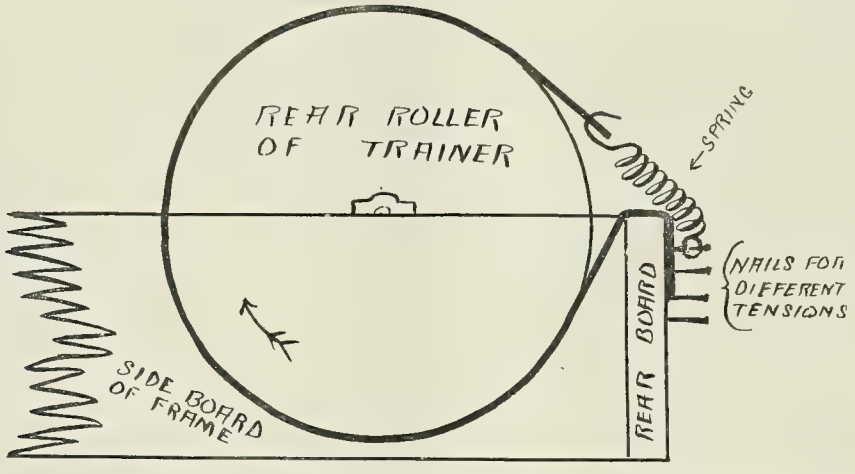
CORRESPONDENCE

Band Brake for Home Trainer.

Editor of the Bicycling World:

The accompanying sketch is intended to represent a simple and effective band brake, which I have applied and used on a Feming home trainer, and which with changes could be adapted to any three roller machine. The material necessary is an old 5/8-inch clock spring, and a canary bird case spring.

A groove is turned around the extreme right end of the rear roler, using a chisel for a turning tool, and a friend riding on the machine, supplying the power. The ends of the clock spring are then heated over a gas jet to withdraw the temper, and, one end being bent over and nailed to the rear



part of frame of trainer as shown, the spring is brought around roller in groove, as shown by heavy line, cut off, and a hole punched in that end. The band is then pulled taut by means of a small coil spring attached to the rear of frame of trainer. The resistance can be regulated by nails driven in the frame a half inch apart, one above the other.

Ordinarily home trainers are quite dissimilar in action to road or track riding because of the absence of wind or other resistance. A machine equipped with one of these braces rides much the same as the track.

Of course the brake can only be applied to the rear roller, otherwise the bicycle would jump the rollers. I have made use of this idea and can speak for its advantages. MAC.

Nationality and World's Championships.

Editor of the Bicycling World:

In last week's issue of the Bicycling World there appeared an article suggesting a series of world's championship races to decide which country possesses the best riders. If such races could be run, I have no doubt but what they would draw a crowd that even Madison Square Garden could not accommodate. Several friends of mine also agree with me on this point.

Of course, as the author of the suggestion said, his selections, as named, were drawn for example only, and I do not mean to criticize him in any manner, shape or form, but perhaps a suggestion here and there may help to improve the situation to some extent.

In my mind, if we are going to see which country has the best riders, it will be necessary to have teams composed of riders whose nationality corresponds to the country they represent. I do not think we should be justified in calling a team an "American team," if some of the riders were foreigners. Also, that it would not be fair to Australia, Italy, Denmark, Sweden or any other country, if we were to win the championship, with the best men of countries we competed against on our team.

If America had Lawson, Clarke, Anderson, Walker, Vanoni, or any other of the crackerjack foreigners represent us, what would their respective countries do for men to uphold their reputations?

CONSTANT READER.

Curtiss's Straightaway Mile Record.

Editor of the Bicycling World:

The following clipping is from the current issue of The Railroad Age Gazette:

Editor of the Railroad Age Gazette:

Answering your inquiry in your editorial on page 1378, November 20 issue, relative to the record for speed for the motorcycle. The world's record, I believe, is held by G. H. Curtiss, of Hammondsport, N. Y., who rode a mile in 26⅗ seconds in 1908.

A. E. HOOVEN.

I am a rider of a motorcycle and a subscriber to your paper. I never was aware of such possibilities in these machines as outlined in this note, nor have I read of such in your columns.

It appears to me as though Mr. Curtiss must have extraordinary ability to retain his seat before wind pressure at such speed. He likewise must have had a remarkable engine under him. What do you think of it?

RALPH E. WILDER, Johnstown, Pa.

[It is not a "record" that calls for thought since all those really familiar with motorcycling are well aware that it is not either the record or a record of any sort. When Curtiss returned from Florida in 1907 after press despatches had reported the 26⅗ performance the Bicycling World quizzed him regarding it and he dismissed it with a laugh and a few words as "a good newspaper story." Curtiss, however, does hold the bona fide mile straightway record, 46⅘ seconds.]

COMING EVENTS

December 7-12, New York City—Fifteenth annual six days race in Madison Square Garden.

January 16-23, New York City—Motorcycle section, Association Licensed Automobile Manufacturers' show in Madison Square Garden.

February 6-13, Chicago, Ill.—Motorcycle section, National Association Automobile Manufacturers' show in Coliseum.

March 6-13, Boston, Mass.—Motorcycle section, Boston Automobile Dealers' Association's show in Mechanics Building.

Cycling Postman Sings of His Steed.

Even though he delights in writing verses, a penchant that is apt to bring doubt concerning the possession of a thoroughly practical mind, Thomas F. McGrath of Randolph, Mass., is evidently possessed of very lively practical sense. He is known as the "Wizard rural mail carrier of Norfolk County." His most recent production is a poem dedicated to the "R. F. D.," and one of the verses is evidently a description of himself. It reads:

Clear the road! look out! hold your breath!
there he goes!
With coat-tails flying in the brisk morning gale,
While a dust-laden whirlwind after him blows,
And like a shadow he's past with the United States mail.

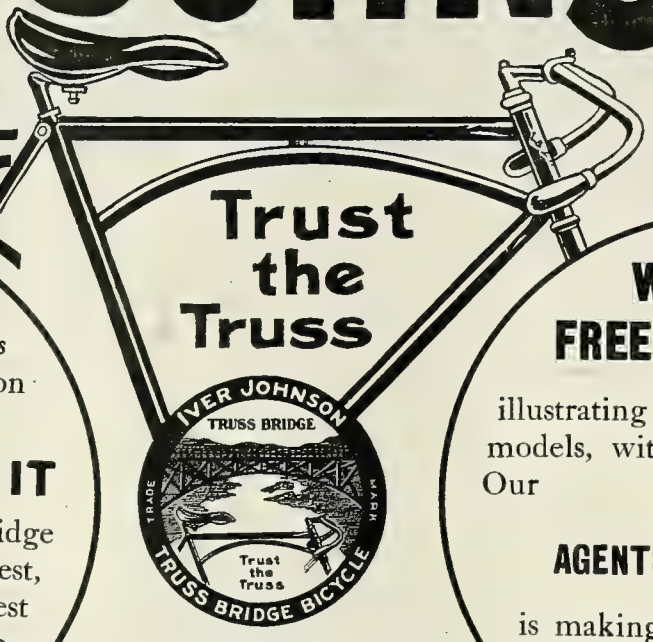
The reason Carrier McGrath makes such speed on his route is that he rides a bicycle. His route is 22 miles in extent and he covers it within three hours, depending upon his bicycle in every sort of weather. He has no use for a horse in his business, and says the animal would be a nuisance. How he covers his route is told in another verse:

Butcher carts, milk wagons, automobiles and vans
Must take to the gutter or hug close to the wall,
While with eyes firm and steady, he gallantly mans
The craft that in the procession takes precedence of all.

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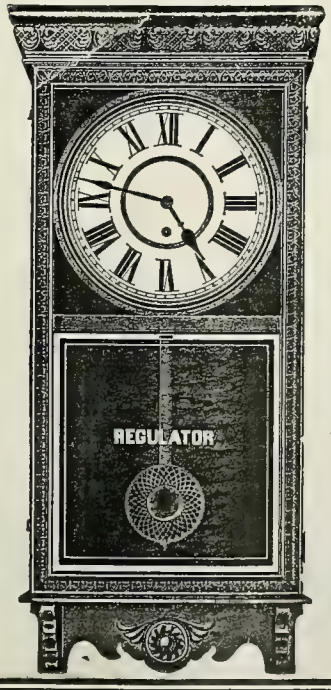
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RECENT PATENTS.

895,753. Convertible Bicycle and Tandem Frame. Carl O. Hedstrom, Springfield, Mass. Filed March 28, 1907. Serial No. 365,135.

1. In combination, a bicycle frame, a complemental frame therefor, a foot rest forming a part of the complemental frame and including a tubular upright member, a horizontal member, a piston located in the upright member, a foot lever pivoted to the horizontal member, means located between the piston and foot lever to normally retain said lever in an elevated position, and means to cushion the foot lever at the limit of its upward movement.

895,754. Internal Combustion Engine. Carl O. Hedstrom, Springfield, Mass. Filed Oct. 30, 1907. Serial No. 399,862.

1. In combination with a cam shaft of an internal combustion engine, a cam thereon, a cam lever, a roller engaging the cam, a rod engaged by the cam lever, an operating rod having a socket in one end thereof and engaged by the upper end of the rod, a spring for actuating the operating rod, an inlet valve, an exhaust valve, the spring serving to open the inlet valve when the cam lever engages a certain portion of the cam, and the rod serving to open the exhaust valve when the inlet valve is closed and when the cam lever engages another portion of the cam, as described

895,901. Ball Bearing. Nicholas N. Shaiduroff, New York, N. Y. Filed April 4, 1907. Serial No. 366,416.

1. The combination with a hub, of a bearing member secured thereto and having an internal concaved ball seat, a shaft, a bearing member directly secured thereto and having an internal concaved ball seat, a bearing ring loosely mounted on said shaft between said bearing members and having an external annular ball seat on each side, and a pair of sets of bearing balls contacting, respectively, with the ball seats of the bearing ring and the ball seats of the corresponding bearing members.

897,379. Cyclometer, Charles L. Lilleburg, Chicago, Ill., assignor to John B. Mallers, Jr., Chicago, Ill. Filed Feb. 3, 1908. Serial No. 414,111.

1. In a cylinder a series of suitable digit wheels having stationary bearings, and digit wheels alternating therewith having bearings movable simultaneously towards and from said mentioned digit wheels, one numeral of each digit wheel constituting one of the numerals of the total number indicated by said cyclometer.

897,579. Bicycle Handle Bar. James E. Brannan, Idagrove, Iowa. Filed Dec. 20, 1907. Serial No. 407,390.

1. A bicycle handle bar comprising a hollow stem, a head carried by the stem at the upper end thereof, a plate carried by said head, a bolt located within said stem and having threaded portions adjacent its upper and lower ends, a cone engaged with the threaded lower end of said bolt, and arranged for frictional engagement within the stem, a plate hingedly connected with the first named plate, a handle bar receiving sleeve carried by said last named plate, a forwardly extending plate carried by said sleeve and loosely engaged with said bolt and disposed above and below said forwardly extending plate, and a nut engaged with the threaded upper end of said bolt.

897,926. Brake Lock for Bicycles. Bernard Peducasse, Lyon, France. Filed December 10, 1906. Serial No. 347,014.

In a cycle wheel rim brake lock the combination of a brake member adapted to bear on the rim, an upwardly operative brake actuating mechanism comprising ratchet teeth on one of its members, a pawl, a spring adapted to move said pawl into engagement with said ratchet teeth and a transversely slidable pin comprising a cam adapted to be actuated by a removable key for causing the cam to disengage said pawl from said ratchet teeth and to be slid directly by hand for removing the cam surface laterally from the pawl for permitting the engagement thereof.

897,952. Coaster Brake. Mark Ainsworth, Sedalia, Mo. Filed Oct. 12, 1907. Serial No. 397,164.

1. In a coaster brake, an axle, a sleeve mounted loosely thereon, a brake mechanism at one end of said sleeve, a flange at the other end of the sleeve, said flange having a circular series of taper notches formed in one face, a hub mounted on the sleeve and having spaced flanges for the attachment of the spokes, one of said flanges coacting with the brake mechanism and the other of said flanges having a circular series of taper notches formed in one face, said face being in opposed relation and spaced from the notched face of the flange on the sleeve, a driving pinion having transverse inclined passages therethrough and mounted loosely upon the sleeve between the notched flanges with the through passages in the pinion matching the notches in the flanges, and balls in said passages movable into operative relation to either of said circular series of notches.

898,783. Variable Speed Mechanism for Chainless Bicycles. Francis H. Richards, Hartford, Conn. Filed April 20, 1908. Serial No. 678,235. Renewed Oct. 11, 1905. Serial No. 282,323.

1. The combination with a casing having interiorly a hub provided with a projecting bracket, the latter being connected to the casing, of a driving shaft mounted in said hub; differential gears carried by said driving shaft; a gear carrier journaled in the bracket and casing; gears of different sizes loosely mounted on said gear carrier and meshing with the shaft differential gears; a gear fixed to said gear carrier; a driven shaft having a gear in mesh with said fixed gear; and a clutch for locking the desired loosely mounted gear to the gear carrier.

898,955. Cycle Lock. Karl Balloo, Riga, Russia. Filed Dec. 9, 1907. Serial No. 405,815.

1. In a cycle provided with forks, the combination of a pivoted lever secured to one of said forks, and a lock secured to the other, said lock having a slot to receive said lever, and provided with a pivoted locking bolt adapted to traverse said slot and pass above said lever; pivoted tumblers for holding said bolt in its locking position; and a key for releasing said tumblers, substantially as described.

898,945. Ball Bearing. Josef Weibel-Mulisch, Zurich, Switzerland, assignor to Alfred Wild-Siegfried, Thalwil, near Zurich, Switzerland. Filed June 1, 1906. Serial No. 319,714.

1. A ball bearing comprising two concentric continuous rings having grooved faces co-operating to form a ball raceway between them, running balls and spacing balls in the raceway, the distance between the facing edges of the rings on one side being greater than on the other, the edges on one side of the rings having the lesser distance between thm, retaining both the running and the spacing balls in the raceway, and the edges of the other side of the rings retaining the running balls, and a spacing ball retaining ring out of contact with the bearing balls beyond the bearing surface of the raceway and secured to one of said rings within the space having the greater distance between the facing edges.

899,708. Connection for Electric Conductors. Frank H. Ball, North Plainfield, N. J. Filed Aug. 6, 1906. Serial No. 329,357.

1. A connection for electric conductors comprising an electric conductor; a spring clamp having jaws actuated by the clamp to detachably engage the conductor with a spring pressed contact; and a second conductor clamped and permanently held by the jaws of the clamp in position to receive greater pressure from the jaws as the clamp is placed in engagement with the first conductor.

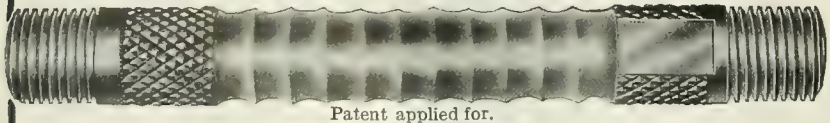
900,080 Package Carrier for Bicycles. George W. Blake, Bellingham, Wash. Filed Oct. 10, 1907. Serial No. 396,826.

1. A package carrier for bicycles comprising a wheeled platform, frame bars secured thereto, one terminal of one of which is disposed parallel with the back bar of the bicycle frame and one terminal of the other frame bar being disposed beneath the back bar and bearing against the seat post, a stay rod secured at one end to the front bar of the bicycle frame and at its other end to the platform, and a clip for securing the stay rod to one of the frame bars.

901,447. Spring Bicycle Fork. Edward W. Hoag and Charles R. Kittle, Los Angeles, Cal. Filed May 5, 1908. Serial No. 430,915.

1. A spring fork for a wheel, comprising a base member, a resilient member affixed at its upper end to said base member and movably connected at its lower end to said base member, the lower end of said resilient member being further connected to the wheel axle at its lower point of connection to said base member.

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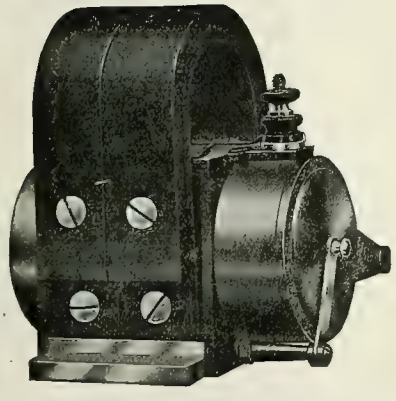
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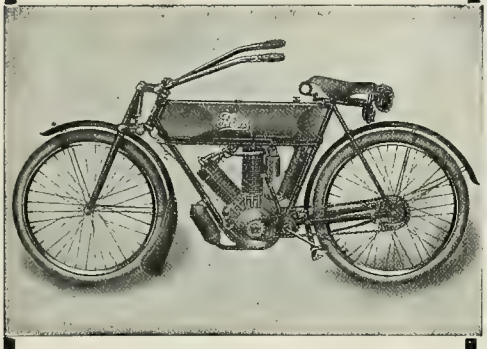
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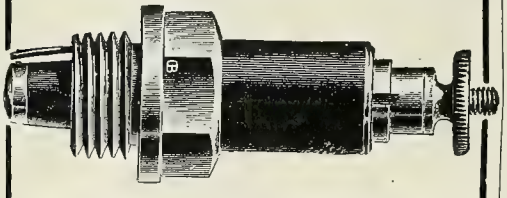
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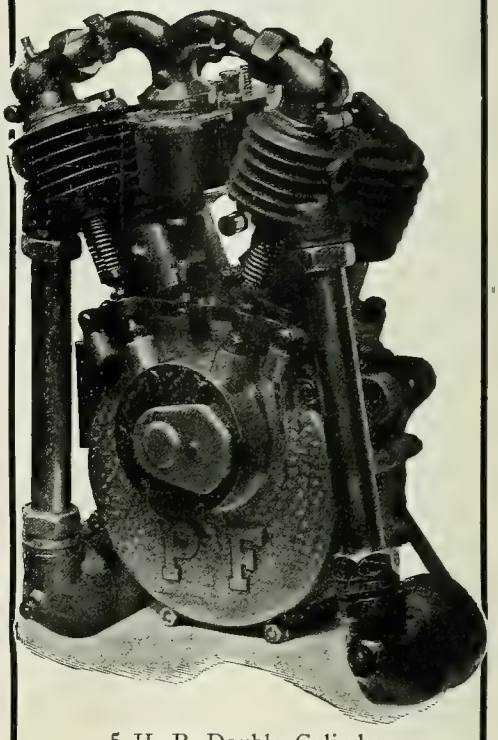
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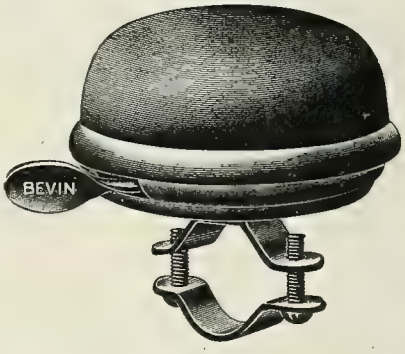
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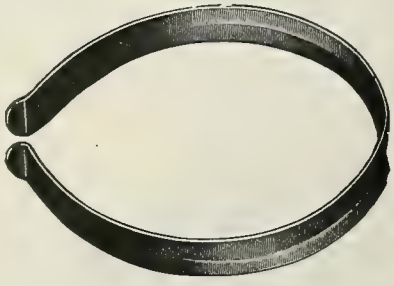
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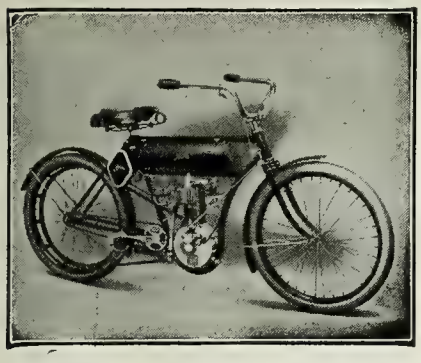
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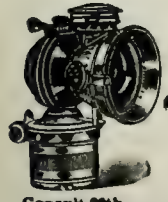
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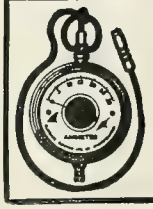
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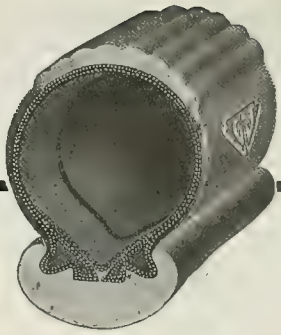
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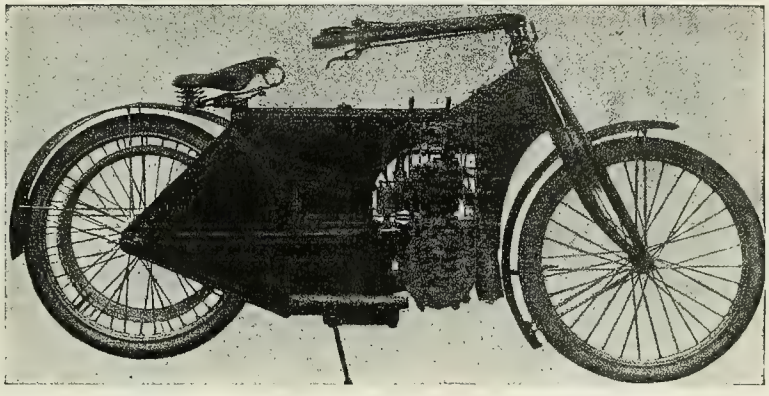
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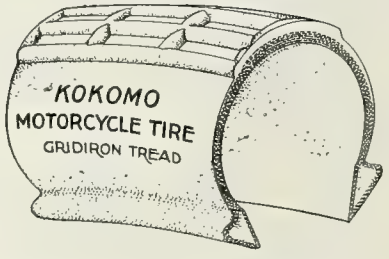
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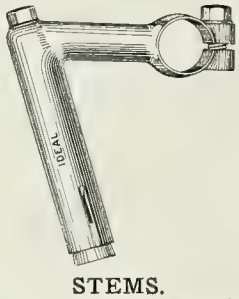


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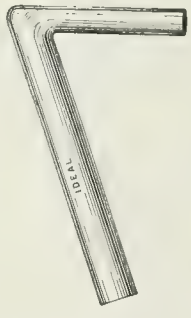
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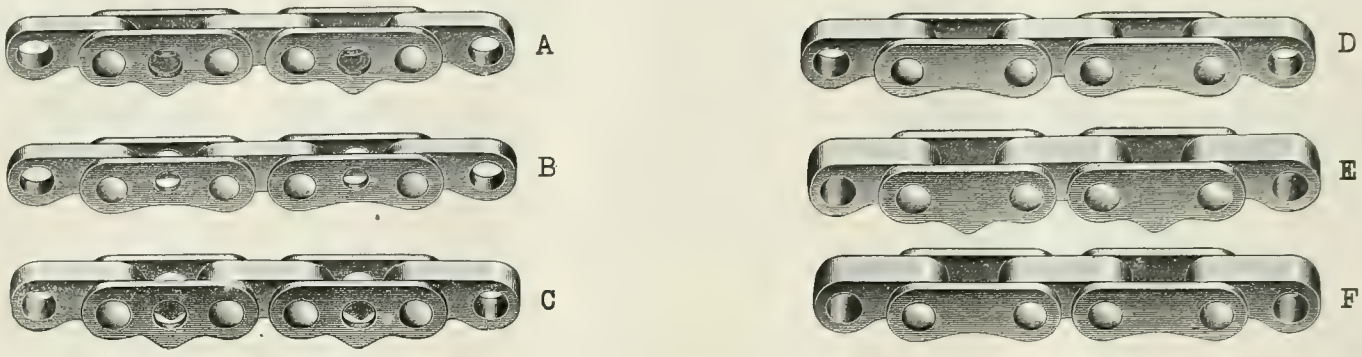
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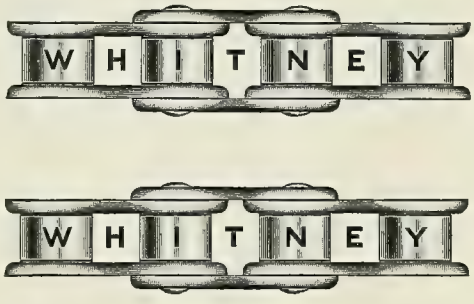
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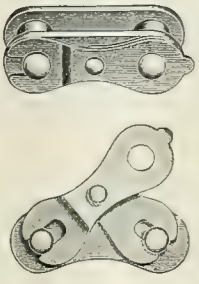
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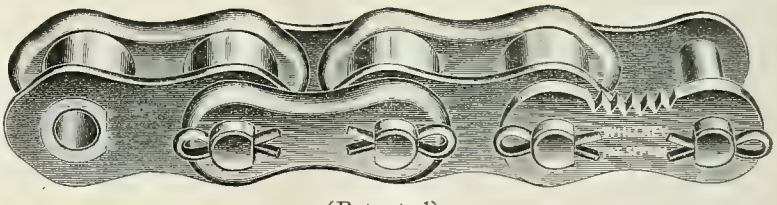


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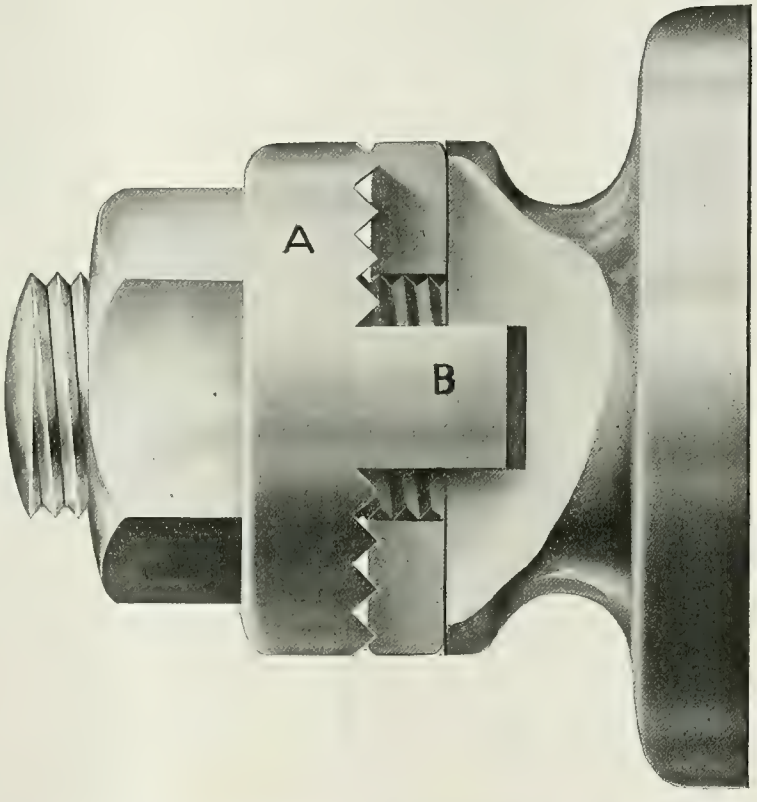
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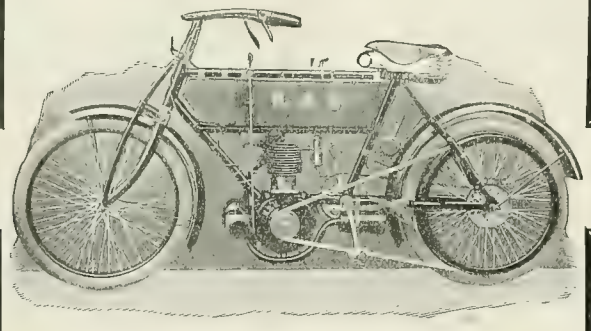
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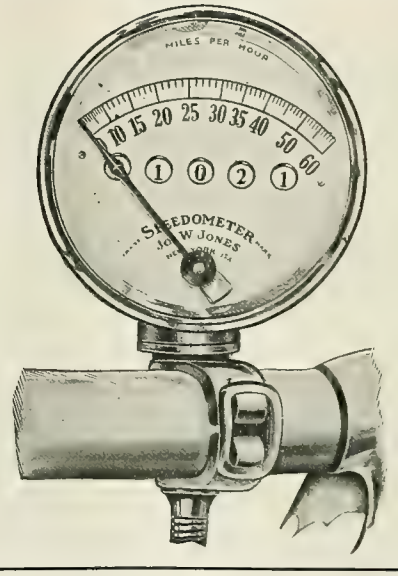
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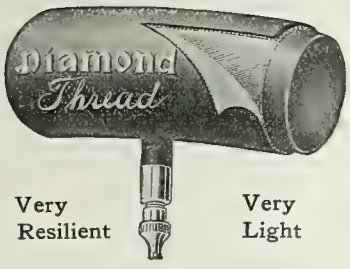
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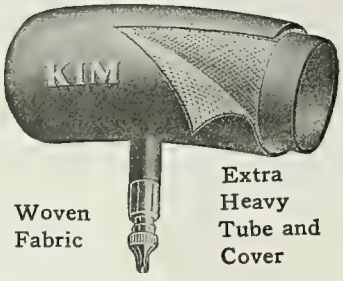


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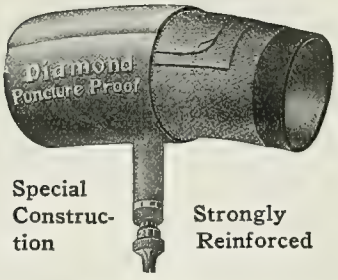


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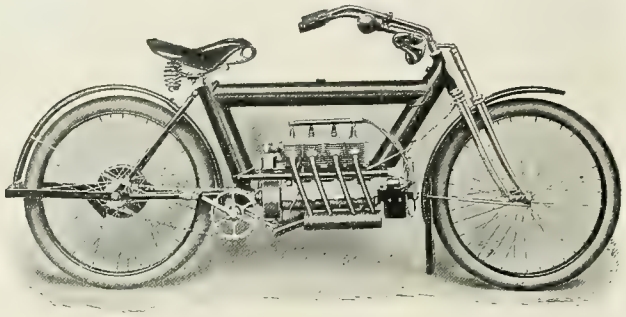
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Mechanical Valves
Two Brakes

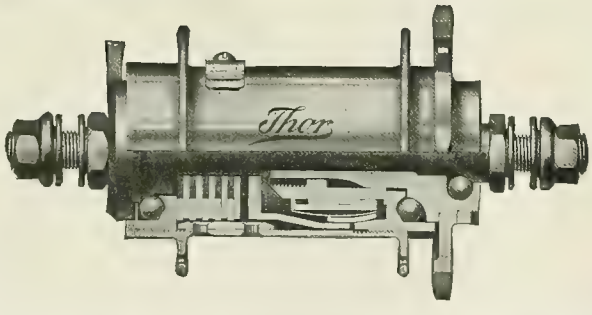


Grip Control
Magneto
Force Feed Lubrication
No Tanks

THE Pierce Vibrationless Motorcycle, like all other Pierce products, is in a class of its own. Dealers all over the country appreciate the superior merit of the Pierce and orders are coming in so rapidly that our 1909 production will be **exhausted** very soon. ¶ Apply for the money-making combined agency for Pierce Bicycles and Motorcycles.

THE PIERCE CYCLE COMPANY, Buffalo, N. Y. Denver and Oakland

Thor MEANS QUALITY



Thor HUBS

"Run Easy and Wear Long"

¶ Both the Thor Bicycle and Motorcycle Coaster Brakes are built with the same design and on the same principle, one being larger than the other—that's all!

¶ The efficiency of the Thor Motorcycle Brake has never been questioned. The Thor Bicycle Brake will prove as satisfactory. Try it!

¶ Note the friction washers which allow *increasea friction surface* and *easy release.*

Dealers will find Thor Goods "Trade Winners."

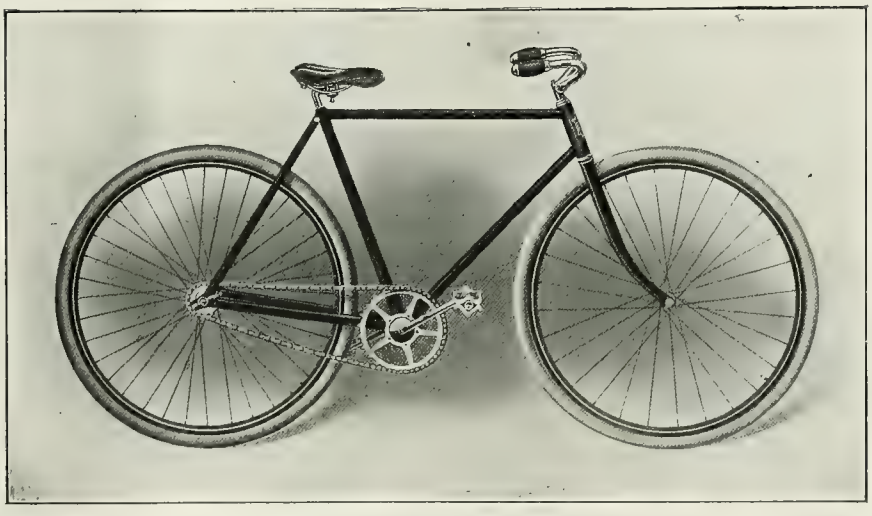
AURORA AUTOMATIC MACHINERY CO., Aurora, Ill.

THE "DAILY SERVICE" POPE BICYCLE

3d Year of This Ideal Bicycle for Hard and Continuous Service.

SPECIALLY DESIGNED

For Commercial and Municipal Purposes. For Policemen. For Firemen. For Telegraph Linemen. For Telephone Linemen. For Messenger Service. For Quick Delivery Service, and hundreds of other practical business uses.



"DAILY SERVICE" BICYCLE MODEL 952H.

FORESEEING a large demand for a specially designed bicycle of the staunchest construction to satisfactorily meet the above requirements, three years ago we brought out our "DAILY SERVICE" BICYCLE, which has met with such success that we have been stimulated to bring it out this year in improved form and greater quantities. By the use of heavier gauge tubing, strongly reinforced, tandem spokes, heavier rims and extra heavy tires, and with all the other parts selected for strength and continuous service, we have in the Model 952H a bicycle which will stand up under the most exacting conditions.

DEALERS: **Here is a bicycle which will add largely to your sales and profits if the opportunities are taken advantage of.**

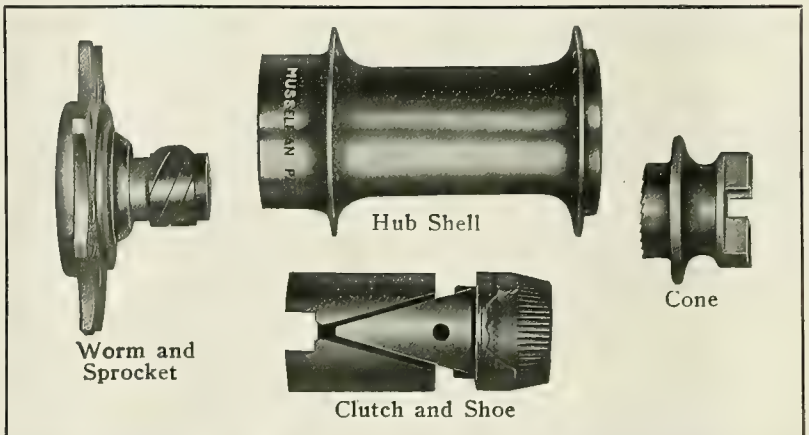
WRITE FOR PARTICULARS, PRICES AND DEALER'S TERMS

POPE MANUFACTURING CO., Hartford, Conn.

Simple—Isn't It?

The Musselman

"The Brake Without the Side-Arm."



Coaster Brake

"The Brake Without the Lock Washer."

Well—that's all there is to it

ASK YOUR JOBBER OR WRITE TO US

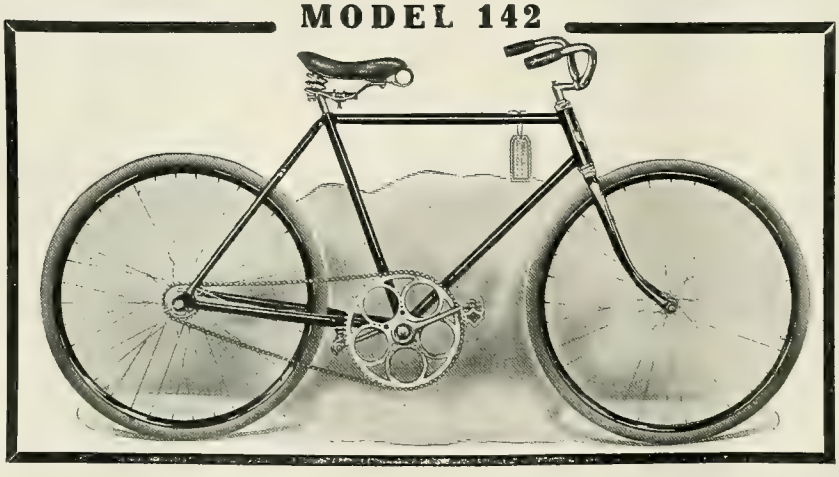
THE MIAMI CYCLE & MFG. CO., MIDDLETOWN, OHIO

LICENSED COASTER BRAKE MANUFACTURERS.

THE RACYCLE "SILENT RIDEABOUT"

MODEL 142

"Runs Like A Belt"



"Runs Like A Belt"

One of the new features of our 1909 line—70 tooth ½" pitch Front Sprocket

Diamond Roller Chain, Turned Head Fittings, Turned Hubs, Musselman Coaster Brake. Write for catalog and agents' prices.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

F. M. JONES, Pacific Coast Representative, Sacramento, Cal.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Volume LVIII | New York, U S A. Saturday, December 12, 1908 | No. 12

HENDEE ANNOUNCES 1909 PRICES

Substantial Reductions Nearly All Along the Line—The New Quotations Compared with the Old List.

Interest in the prices which will apply on Indian motorcycles, always keen, was satisfied this week by authoritative announcement of the figures at which the 1909 productions will be listed. They are as follows:

Diamond Frame Models.
Chain-driven only; battery ignition only.

2¾ h.p. (19.30) single	$175.00
5 h.p. (38.61) twin	225.00

Auxiliary tank and rear seat position extra.

Loop Frame Models.
Chain or Belt Drive.

2¾ h.p. (19.30) single, battery ignition	$200.00
With magneto	225.00
3½ h.p. (26.96) single, battery ignition	225.00
With magneto	250.00
4 h.p. (30.16) single, magneto only	275.00
5 h.p. (38.61) twin, magneto only	275.00
7 h.p. (60.32) twin, magneto only	325.00

Except in respect to two models, the 2¾ and 3½ horsepower singles with the new frame and other innovations and with battery ignition, these prices all are substantial reductions. In the case of the two diamond frame models that are retained the reduction amounts to $25 on each. In the case of the two loop frame, single cylinder Indians with battery ignition the former prices, $200 and $225, are maintained, but equipped with magneto, their prices are lowered from $240 to $265, respectively, to $225 and $265, the magneto heretofore having been offered as an option at $40 extra. The prices of the 4 horsepower single and the 5 and 7 horsepower twins have been pared even more generously. Formerly, with magnetos, which now becomes their standard equipment, they were catalogued at $340, $290 and $390, respectively; in order, the new quotations on them are $275, $275 and $325.

M. M. A. to Share in Show Profits.

As was anticipated, the Association of Licensed Automobile Manufacturers formally have placed the Motorcycle Manufacturers Association on the same basis as the Motor and Accessory Manufacturers, Inc., in respect to any rebate which may be paid on the Madison Square Garden show. The amount is not reckoned until after the show, no stated proportion being specified. The promoters of the Boston show also have responded to the request of the M. M. A. and let it be known that a lump sum will be turned into the treasury of the organization.

Sherman to Manage the Thor Sales.

George W. Sherman has resigned the secretaryship of the Merkel-Light Motor Co., Pottstown, Pa., to become sales manager for the Aurora Automatic Machinery Co., Aurora, Ill. He has been succeeded by M. R. Cassell. As one of the genuine pioneers of the motorcycle industry, Sherman carries ripe experience to his new office and with it long and intimate acquaintance with the Thor product.

Knabenshue Quits Airships for Motorcycles.

Roy Knabenshue, the well known "sky pilot," is preparing to embark in the motorcycle trade in Los Angeles, Cal. He has leased a store on South Main street, near Tenth, and will be ready for business within a week or two. Knabenshue's interest in aerial navigation, in which he used Curtiss motors, has not unnaturally led him to the Curtiss motorcycles, which he will handle.

Jobbers' Association to Meet in January.

A meeting of the National Association of Bicycle Jobbers has been called to occur Thursday, January 21, at 10 o'clock a. m. It will be held in New York, but the exact meeting place has not been definitely selected.

MERKEL WITH ADJUSTABLE PULLEY

Radical Innovation in Three Belt Driven Models for Next Season—New Frame Design Another Feature.

In the 1909 Merkel an adjustable engine pulley for the first time will constitute a regular feature of an American motorcycle. In addition to the chain geared Lights, the Merkel-Light Motor Co. will market three Merkel belt driven models, each of which will be fitted with the adjustable pulley which is reported to be of such simple design that the change of gear which it affords is a matter of seconds only. Rubber V-belts of American manufacture will replace flat belts, and on the twin model, at least, the new belt will be 1⅛ inches, the largest available, and which hitherto has been used only on racers.

The three Merkels will be constituted of two 3½ horsepower singles and a 7 horsepower twin. On one of the singles, which will be furnished only with battery ignition, the present frame will be employed; the other two, on which the option of battery or magneto will be afforded, will be characterized by an entirely new frame of the trussed or double bar pattern; the magneto will be driven by enclosed gears instead of by chain as heretofore. A new trussed spring fork and a tank of new design will be new features common to all.

The Merkel ball bearing motor, which has given such a good account of itself this year, will retain its present dimensions, but will be improved in respect to valve construction and several minor details. The means of lubrication will be entirely changed and will mark a departure from present methods. It will be of a mechanical system contained within the crank case.

No marked changes will be made in the Light line. Minor refinements only have been found possible.

PASSING OF ANOTHER PIONEER

R. Lindsay Coleman Dies in His Virginia Home—The Large Part He Played in the Bicycle Industry.

Word was received in New York early this week of the death at his home in Somerset, Va., of R. Lindsay Coleman, one of the pioneers of the bicycle industry and for many years one of its most conspicuous characters. He attained his greatest prominence as the second and last president of the $40,000,000 American Bicycle Co., or Bicycle Trust, as it more popularly was known. He occupied that office at the time of the sensational collapse of the big combination in 1903.

Coleman first entered the trade in the early 80's, as the eastern sales agent of the Western Toy Co., which latter became the Western Wheel Works and one of the largest producers of cheap and medium priced bicycles in the world. Originally, the toy company was located in Lyndhurst, N. J., where it made boys' velocipedes among other things. Later, at Coleman's insistence, it engaged in the production of boys' bicycles; they were mere toys made of wood and gaspipe and with iron tires. They were marketed through the toy stores and a good business was being done long before any one realized it. The late R. Philip Gormully was first to awaken to the truth, and on a limited scale he and his then partner, Thomas B. Jeffery, produced their boys' Ideal bicycle, which with steel spokes and rubber tires, was a big improvement on the Western Toy Co.'s productions. Gormully sought out Coleman and endeavored to interest him in his machine but, long after, Coleman often related with a laugh how he had kept Gormully & Jeffery out of the eastern market for years by telling Mr. Gormully that the game was not worth the candle, and otherwise discouraging him by making a "poor mouth."

G. & J. never made much progress with their boys' bicycles, but once they launched into the manufacture of men's machines there was no staying their growth. They quickly became one of the "Big Three" of the trade, Pope and Overman being the other two. It was not until many years afterward that the Western Toy Co., which had removed to Chicago and become the Western Wheel Works, and Coleman entered their class. In fact, it was not until 1895 that Coleman, who himself had acquired the W. W. W., attained real prominence. He had continued to employ rather secretive tactics, but his business greatly had expanded, and aiming to get out of the cheap bicycle class he had surrounded himself with several well known and aggressive young men and a press agent, and in 1895 he "cut loose" and forced himself into the higher realm in impressive fashion. It was the year of the Atlanta Exposition, and always proud of his southern origin, Coleman seized the occasion to celebrate the 45th anniversary of his birth, November 30, which he had induced the Exposition authorities to set apart and denominate "Wheelmen's Day."

The celebration took the form of a banquet in the Kimball House, to which were bidden all of the men then most prominent in the L. A. W. and in cycling affairs generally, not to mention newspaper men, or the mayor of Atlanta, and the exposition officials. The guests traveled from the east and west and south in special cars at Coleman's expense. The banquet was a huge rip-roaring function and spread and made secure the fame of the host of the occasion. Thereafter, Coleman loomed large and Crescent bicycles, as the product of the Western Wheel Works had been named, revolved in a better public atmosphere.

In the affairs of the National Cycle Board of Trade, which then was in existence, Mr. Coleman played an active part. He was its last president. Internal dissension and jealousy caused it to go to wreck during his administration.

After the collapse of the Board of Trade, every manufacturer in the business attended strictly to his own knitting until early in 1899, when the "trust fever," then at its height, infected the cycle industry and the huge combination of 41 factories was effected under the style the American Bicycle Co., capitalized first at $80,000,000 and later at half that sum. With a few exceptions, every factory of prominence was "taken over." The Western Wheel Works, of course, had been invited to "come in," but Coleman, who although the company of which he was president was located in Chicago, conducted its affairs from New York, did not immediately accept the invitation. He had participated actively in all negotiations, but at almost the eleventh hour, and after some adroit tactics he cancelled the option on his plant he had given, broke away and four days before the A. B. C. actually filed its certificate of incorporation, Coleman secured a charter for a rival trust, the International Vehicle & Mfg. Co. This move appeared to serve his purpose, for within two weeks after the announcement of his trust, Coleman and the two other makers who had joined him, entered the American Bicycle Co., of which A. G. Spalding became president. Col. Albert A. Pope, R. Philip Gormully, and R. L. Coleman were among the directors.

The venture was an ill-starred one. It had taken a mighty effort to bring about the combination and it proved a mightier one to keep peace in the family. Coleman always was in the center of the turmoil. He was not given to mincing words, and cared little whom they hurt. "Trusts" were not popular in those days and the big company which sought to dictate to all and every one was in hot water from the beginning. Spalding practically was deposed as president and Coleman was chosen his successor, and things were conducted on even a more peculiar and arbitrary and unpopular scale.

"Take it or leave it" seemed the unwritten policy—a policy which brought the Bicycling World into conflict with the giant trust and, with its existence threatened, this publication accepted the issue, and in the bitter fight that resulted, it came off better than second best. Semi-reorganization was effected and the Trust dipped into automobiles, but matters went from bad to worse and in 1903 the big bubble burst. Col. Pope and Mr. Coleman had been brought into bitter conflict, and merely to mention either's name to the other usually was sufficient to provoke a storm, and if not so loudly or emphatically uttered, Coleman's stronger language made his storm the more picturesque. The fight was continued until the distribution of the wreckage of the Trust, when Mr Coleman secured the National Battery Co., an outgrowth of the automobile department, while Col. Pope obtained all of the extensive remainder, which he welded into a new and reconstructed Pope Mfg. Co.

This distribution of assets marked the passing of Mr. Coleman from the cycle industry. He did not figure conspicuously in the newer business and only a few months since his battery company failed, and with much of his fortune dissipated, he retired to his home in his native State, where he just has passed away at the age of 58. He was very proud of his nativity and on occasion often called himself an "unreconstructed rebel." He was a man of positive and outspoken opinions and immense determination. He could not brook interference. He seemed born to rule or to ruin, and to sweep aside obstacles no matter how. But withal, he was uncommonly shrewd and farseeing and knew adroitly how to move the pawns on the chessboard of life.

When in the mood, Mr. Coleman was a boon companion and an interesting and picturesque story teller. If he was bitter and unforgetful in his enmities he was yet warm and staunch in the support of his friends. Despite a rather rough and ready manner he was sensitive, too, as was evidenced on an occasion when his first name, Reuben, appeared in print. He disliked the name and publication of it, as he took no pains to conceal, cut him to the quick. But he lived a busy and purposeful life and was in every sense a self-made man. He himself once related how soon after the close of the civil war he had been reduced to the necessity of earning a livelihood as a street car conductor. From that humble station to the great and influential heights which he attained is an advance which best speaks of the intelligence, the energy, the industry, the ability, and the resolution which were characteristic of the man.

Goodyear Establishes New Branches.

The Goodyear Tire & Rubber Co., of Akron, Ohio, has established two new branches. The first is in Washington, D. C., at 1026 Connecticut avenue, N. W., and the second in Atlanta, Ga., at 90 Pryor street.

INDIAN INNOVATIONS FOR 1909

Famous Line Incorporates Numerous New Features and Refinements—What They are and Their Effect.

Practically all of the details of the 1909 Indians were made public this week by the Hendee Mfg. Co. Although several weeks since the Bicycling World reported a number of the new things that were in store, the official announcement of the new Indians makes plain that there were a number of innovations and improvements that had not been permitted to escape from the Springfield, Mass., "wigwam."

The earlier information made known that for the first time, and while still retaining undiminished faith in their roller chain transmission, the Hendee company would offer an option on belt drive and that while two of the present type of diamond frame models will be retained in the 1909 line, a new loop trussed frame would constitute one of the chief departures of the several new models. It was not known, however, that the reinforcement of this new frame constitutes a feature of no small importance or that the reinforcement itself is a radical departure. Not only is the entire frame constructed of heavy tubing, but it is reinforced throughout its length by a continuous internal bridge plate of steel conforming to the longitudinal lines of the frame. The Hendee people are confident that this radical form of reinforcement will amply take care of the stresses set up by the most strenuous uses. The frame itself is much lower than that employed for previous Indians, being but 19 inches in height. The wheel base also has been increased to 53 inches. The dimensions of the motors remain unchanged, but their appearance has been altered slightly by eliminating the cooling ribs from the lower third of the cylinders, and by placing the spark plug in the top and center of the heads.

Most of the improvement has been effected, however, in the valves and the valve operating mechanism of the twin models, mechanical valves having been adopted as the standard of the entire line, but in the single cylinder Indians the present system of operating mechanism is retained.

In the twins two cams are used, as usual, but one cam operates the inlet valves exclusively, while the other cam operates both of the exhaust valves. This arrangement has the advantage that simpler cams can be used, resulting in more regular and even action, and their operation is also practically inaudible at the highest speeds. The cams are also wider than ever before, which lessens the liability of wear, and contributes to smooth action. The exhaust cam operates on one arm of a bell crank lever, which carries a hardened steel roller, taking up all wear on the cam; and this bell crank operates a lifting finger, interposed between it and the valve lift rod. If there is any wear in the mechanism it must come on the lever or finger, which are quickly replaced at a trifling cost. The exhaust valve lift rods are provided with hardened steel adjusting screws, which entirely obviate all of the old difficulties of securing proper adjustment at this point.

The inlet valves are operated from their special cam through a light lift rod and a little rocking lever pivoted on the dome.

The new exhaust valve lifting mechanism comprises a steel disc having cams formed on its two opposite edges, and a toothed sector on its upper edge, which is pivoted by a hardened steel bushing on the projecting end of the bronze cam shaft bearing. A short shaft passing through the cam case, and having a bearing in both the cover and body of the case, carries a crank lever at its outer end and a pinion at its inner end. This pinion gear with the toothed sector on the valve lifting disc, and the lever connects with the usual valve release rod from the grip control. On operating this lever the pinion revolves the disc, causing the cams on its opposite edges to act on the bell crank levers, before mentioned, thus lifting the exhaust valves by a direct, positive and certain action which is both powerful and smooth in operation.

A particular feature of the design of the mechanism contained in the cam case is that every shaft, pin or stud, carrying the operating mechanism, has a bearing at both ends, one in the case itself and the other in the substantial cover, an arrangement that entirely overcomes the possibility of any part twisting or working loose. In all of the new models the valves have been increased in size, this improvement being suggested by the successful experience with the 3½, 4 and 7 horsepower models of 1908, which latter sizes retain the same sizes of valves for 1909. All of the valve gears in the 1909 models are wider than heretofore, greatly increasing their strength and wearing qualities. The bearings also have been increased in size.

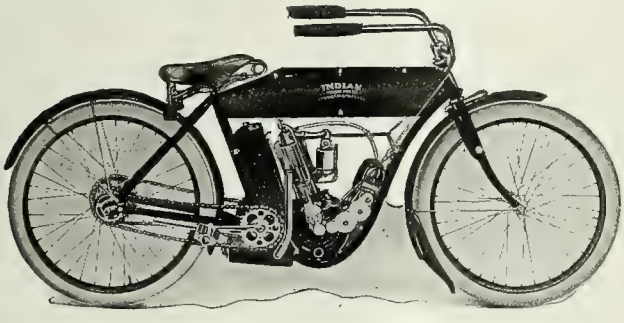
The enlargement of the valves, with the accompanying increase in size of both inlet and exhaust pipes, has materially affected the operation of the motor, giving, it is asserted, a material increase in power, with a smoothness of operation never before attained. As usually built, it is impossible to use an exhaust valve above a certain limited size, for the reason that this valve gets very hot, gradually accumulating heat until red hot, when it causes pre-ignition, besides burning out very fast, and the larger the valve the greater the trouble experienced. In the Indian method of construction, both valves are placed in the same pocket, with the inlet valve over the exhaust valve, permitting the cold gasolene vapors to be drawn violently through the valve chamber and rush across the exhaust valve, thus assisting in keeping it cool.

With the increase in size of the valves, corresponding changes have been made in the carburetter, but they in no way affect its principles, operation or efficiency.

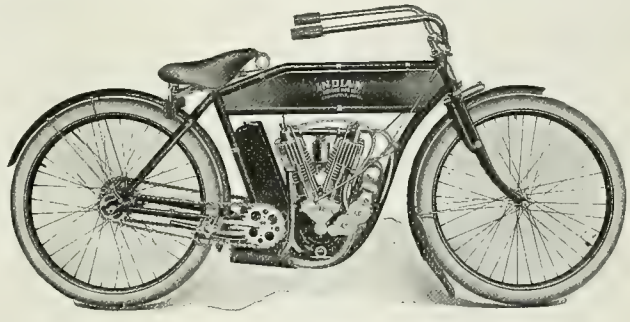
In the lowest part of the base an oil pocket is formed, which contains an ample surplus of oil, and into these reservoirs the fly wheels dip sufficiently to continually pick up a fresh supply of oil, which is thrown forcibly upon every moving part by the rapid revolution of the fly wheel. Instead of the oil gauge previously employed a window, protected by heavy glass, is placed in the base in such a position that direct observation may be made of the state of affairs in the reservoir.

The oil tank occupies a similar position to the magneto, but at the rear of the cylinders, where there is sufficient room to securely locate a receptacle that contains fully two quarts, a supply sufficient for at least 400 miles.

The gasolene tank also is of larger capacity, holding something over two gallons, and a valuable feature is the building into the tank itself of a large and liable shut off valve. Another feature of the tank is a new filling cap which will not shake off even if it does become unscrewed by the vibration of the machine.



SINGLE CYLINDER INDIAN



TWIN CYLINDER INDIAN

The muffler for the new model has been entirely redesigned, and is claimed to be not only the most compact and smallest yet produced, but also the quietest in operation without creating any appreciable back pressure. The exhaust pipes are larger than heretofore, giving a very free relief to the spent gases, and in the twin both pipes are led directly, without any sharp turns, to the little muffler, and from there, after expansion and reduction of pressure, the gases pass off through a long vent pipe that extends far back and just below the rear fork side, discharging at a point where they can offer no inconvenience to the rider. The usual cut-out is provided.

The band coaster brake is another of the radical innovations. It combines an outside band brake and a free wheel and yet is operated by backpedaling exactly as is the conventional form of coaster brake.

While but a minor improvement, one that is not to be minimized is a new chain and gear guard covering all moving parts and more effectually protecting the rider from flying oil—a contribution to cleanliness that should prove of potent influence.

In the belt-drive machine the counter shaft, with its compensating sprocket, is entirely omitted, and a V-shaped pulley is substituted for the small sprocket on the engine shaft.

In those models arranged for battery ignition the batteries are placed in a case that rests upon the forward bracket connecting the motor with the frame, in the same position that the magneto would be.

WHAT LONDON'S SHOW DISCLOSED

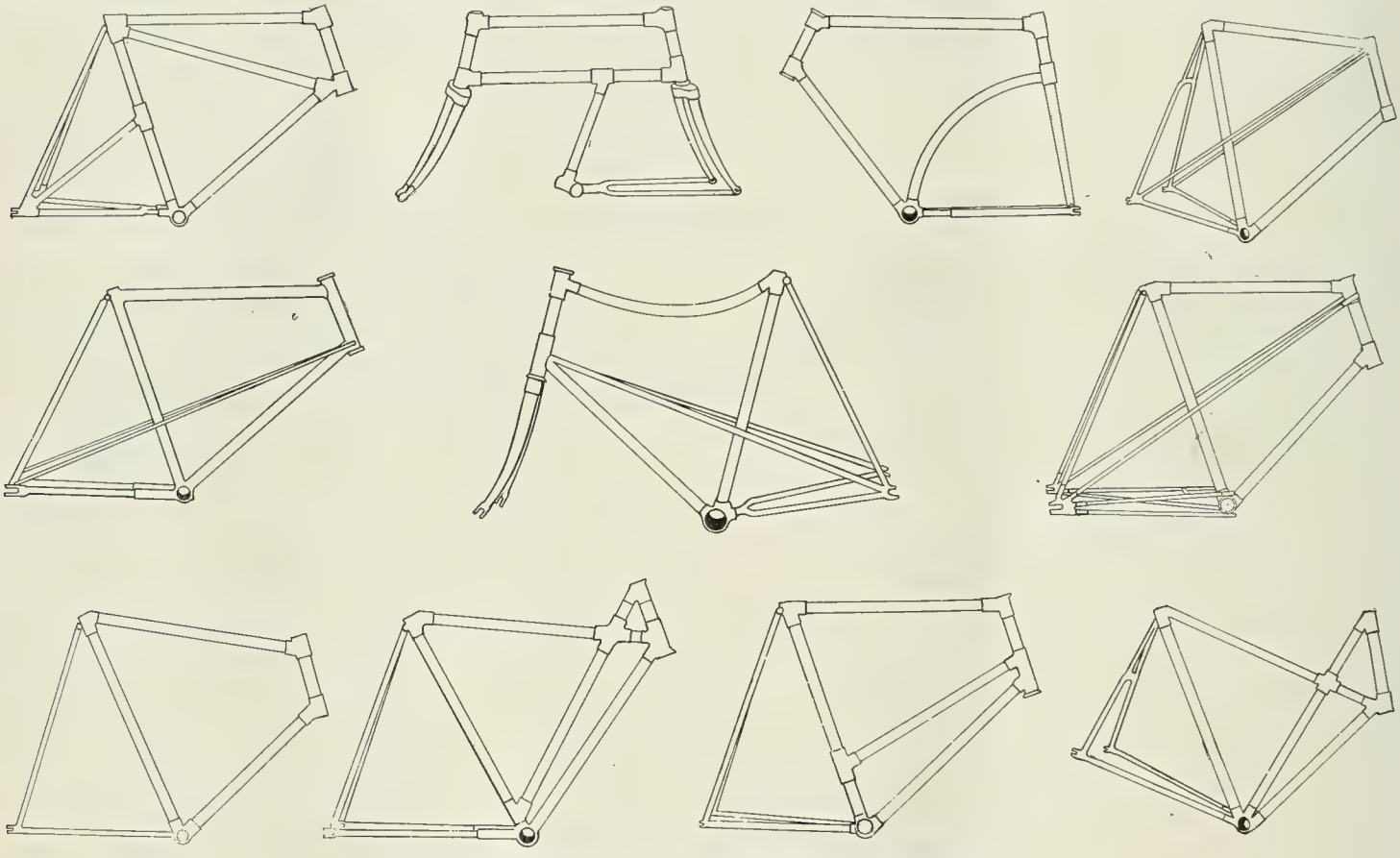
Impressive Display of Pedicycles and Motorcycles Which Indicated Tendencies Rather than Startling Novelty.

Although the cycles of all sorts displayed at the Stanley Show—the thirty-second—in London, which closed November 28th, were fewer in number by nearly 100 than the previous show, it goes without saying that in an array of 1096 machines, the loss of 100 more or less scarcely was observable.

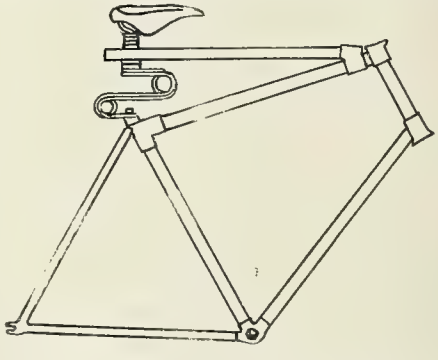
In one respect the show had been awaited with more than usual interest as during the past year the subject of new frame lines and of changes generally as possible trade tonics had been considerably discussed and several new frames were in prospect. They duly made their appearance, but it cannot be said that any of them created even a mild sensation. The accompanying illustration showing some of the new frames and several that are not so new, discloses the trend toward the use of truss tubes in a variety of styles. There is no evidence that the standard diamond frame is in danger of immediate extinction.

The frame which had been most diligently heralded as a probable fashion-changer and trade stimulant, and which had been surrounded with much mystery, proved about the most freakish of the new designs. It is the origination of William Starley of the same family that gave the rear driven safety to the world, and is styled the Cata, taking its name from the initials of the Cycle and Allied Trades Association, whose members only will be licensed to make or sell it, and on which the maintenance of a $50 list price is one of the licensing conditions. The accompanying illustration shows what it looks like. The lines of the frame proper are suggestive of former years, and the cradle spring which operates in conjunction with two supplementary and hinged rods or tubes is only 20 or 25 years old. It is claimed to afford a very flexible and comfortable frame, the supplementary duplex rods controling the movement in a backward and forward direction and sideways. The cantilever frame also was again in solitary evidence, a model weighing but 11 pounds being suspended from a pair of scales.

Much of the improvement in the British bicycles is of no interest whatever to Amer-



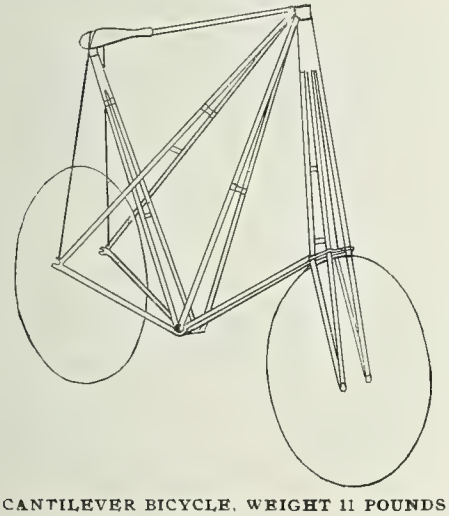
VARIED FRAME DESIGN IN EVIDENCE AT THE STANLEY SHOW



THE CATA FRAME

ican riders. It consists of changes in the methods of disposing of the great array of rods, levers, wires and other what-not which operate rim brakes and two and three speed gears. Some of the methods of disposal are wonderful to behold. In several instances, makers who formerly pinned the "fixings" to their frame now braze lugs or other knobs, warts and excrescences to various corners of their frames and secure the "rigging" thereto. The Britisher loves his free wheel and his rim brake, and apparently the more "contrapshuns" that go with them the more abiding his love. He will have no simple coaster-brake in "his'n." The free wheel type long has been the standard model. At the show the only bicycles having fixed gears were racers.

One of the most important innovations was hidden, so to speak; that is, it was under the enamel. It comprises a patented "pickling" process which renders metal rust-



CANTILEVER BICYCLE, WEIGHT 11 POUNDS

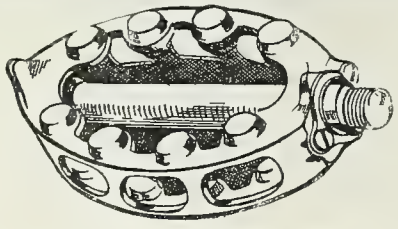
proof. A number of prominent makers displayed bicycles which had been treated with the process.

Increasing attention appears to have been given to the development of spring forks. Several new devices were in evidence and one of the older and more prominent manufacturers has added resiliency to his front forks by making them D shaped at the crown and tapering them to ovals at the ends. Another accomplishes the same purpose by making his forks oval at the crown, tapering to round about midway and then again tapering to an oval.

The two and three speed gears appear to have made some progress. In all, 267 cycles were so equipped were exhibited as against 251 last year.

Of the 245 exhibitors, 146 displayed tires or other accessories, of which several were novelties that appear to possess merit. The pedal made by Lea & Francis, of Coventry, is one of the most notable of the number and marks a distinct and not unattractive departure. As the illustration shows it is practically oval in shape; the frame is an aluminum casting into which rubber studs are forced into holes therein; these rubber studs are reversible. The pedal sleeve also is steel treated by the anti-rust pickling process, so that the entire pedal is rust-proof. They weigh but 13¼ ounces per pair and thus afford a rubber pedal weighing no more than rat-trap—a feature of no small merit.

The Brum invisible cycle lock was another novelty that was sufficiently practical to induce one cycling publication to term it



LEA-FRANCIS ALUMINUM PEDAL

"the best and most practical yet introduced." The lock is invisible with the exception of an aluminum clip on the down tube. A key is supplied which fits into the slip, and lowers a lever which is concealed in the down tube, the lower end of the lever fitting into a specially cut slot on the crank axle. The sliding lever is fitted with a small piston with leather ends, and binds against the tube to prevent all rattle. The cycle cannot possibly be ridden when locked with this device. The weight is only 10½ ounces.

A saddle with a simple tensioning device was another innovation worthy of remark. The device consists of a little lever ¾ of an inch long, depending from the front of the saddle and operating with a small ratchet and pawl movement, thus permitting of tensioning without the use of a wrench.

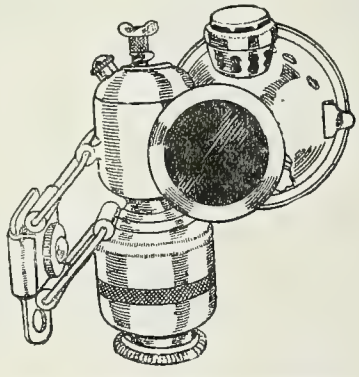
Fear of being bumped from the rear by motor cars has given rise to the production of several lamps, showing a conspicuous red bullseye, of which the accompanying illustration is a good specimen; it is designed, of course, to be attached to the front axle or forkside. The Solar gas lamp was, by the way, one of the very few American articles in evidence at the show.

Of the 99 exhibitors who displayed cycles at the Stanley Show in London, 38 staged a total of 207 motorcycles of, which number 180 were motor bicycles, two of them being ladies' models.

If any one development or tendency "stood out" it was that of handle bar control, which by slow stages has become almost universal. It must not, however, be confused with the universal grip control so long the rule in America. The British motorcyclist has been reared on levers and lots of them, and probably he would not know what to do with his hands were they all eliminated; so they have not been eliminated; they merely have been transferred from the top tube of the frame to the top of the handle bar, and now in emergencies, instead of indulging in short-arm, underhand golf strokes, he is able to exercise his fingers with piano-playing movements, and vary the monotony by squeezing upward on the hornlike levers which depend from each grip and on hurried occasion catch in his coat sleeves. The simple twist of the wrist of the grip control is too simple for John Bull.

The English makers have, however, almost wholly discarded one of their earlier loves, the accumulator, and magneto ignition now is fairly general. Magnetos have been reduced in weight, but too many of them still are driven by chains.

Frames are slightly lower than heretofore and, generally speaking, all of the established British motor bicycles follow practically the same design: a trussed diamond frame, with square tank secured between the top and the truss tubes and the motor fastened vertically into the frame in front of and below the bottom bracket line. There are a few loop frames, one or two of them with special cradles for the motor. The chief exponent of chain drive builds his motor into the frame directly be-



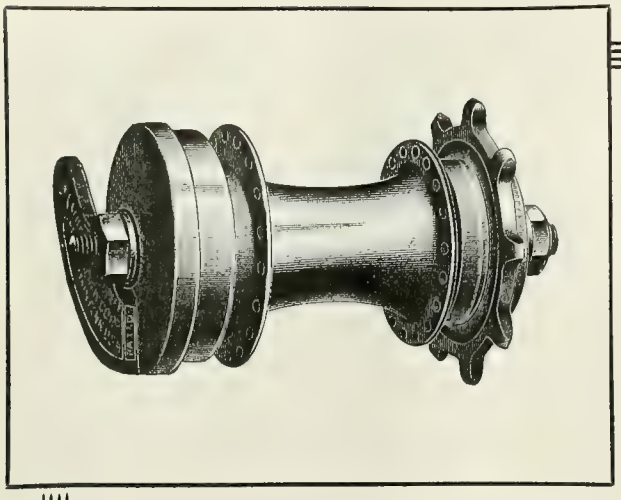
LAMP WITH REAR RED BULLSEYE

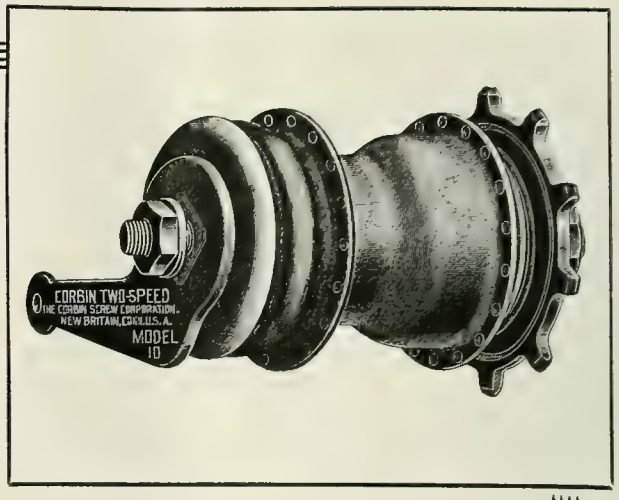
hind the head, the motor being inclined and forming a part of the diagonal tube.

The James motor bicycle, the product of an old bicycle manufacturer who just has taken up motorcycles, marked the most radical departure from accepted standards. As the accompanying illustration shows, the wheels are not carried in forks, the frame lying on one side only. In other words, it is practically a one-sided machine. At each end of the frame are large transverse shafts upon which the wheels revolve, the front wheel having a steering pin in the center of the hub. There is a long head behind the wheels and the steering stem is connected with the front wheel by a tubular link. The machine is without pedals, footboards being provided instead, and the saddle is carried on a long bow-spring reminiscent of bone-shaker days. The engine is secured vertically behind the head in front of which the gasolene tank is carried. It is such a radical departure from existing notions that it appears in the light of a freak.

The Douglas, a light weight machine having a two cylinder horizontal opposed motor, was one other of the machines that was far out of the common. In the exhibits

(Continued on page 407)





As a Means of Improving Bicycles

there is nothing quite
the equal of the

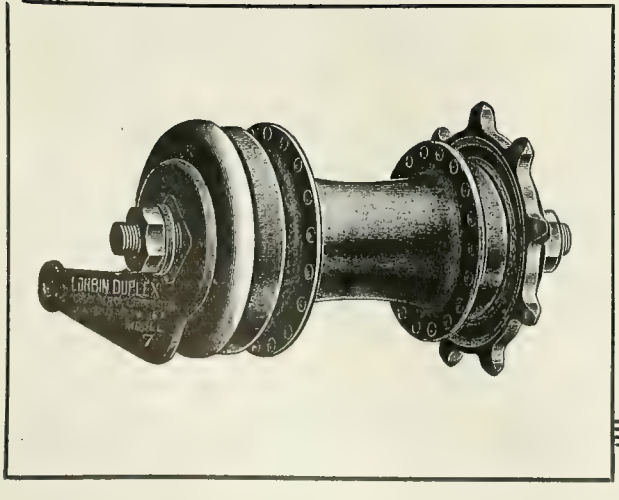
Corbin Coaster Brake

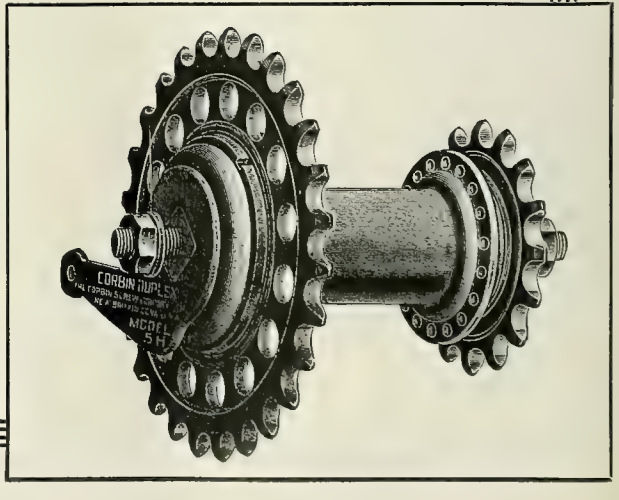
It is a device and a name that helps to make
poor bicycles good and good bicycles better.

CORBIN SCREW CORPORATION

NEW BRITAIN, CONN., U. S. A.

LICENSED COASTER BRAKE MANUFACTURERS.





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FOUNDED 1877

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, DECEMBER 12, 1908.

The New York Motorcycle Show numbers of the Bicycling World and Motorcycle Review will bear dates January 14 and 21. The first number will contain a comprehensive forecast of the motorcycle exhibits in addition to a number of special articles on motorcycle subjects; the second number will contain complete and fully illustrated descriptions of all machines displayed, including their respective innovations and features. They will be issues such as will prove of real assistance to the prospective buyer in selecting his mount for 1909.

Why Not Rustproof Machines?

It is to be hoped that some of the American bicycle manufacturers, and, for that matter, some of the American motorcycle manufacturers, also, will take at least one leaf from the book of their English compeers—that leaf which deals with the production of a non-rustable bicycle.

While the English makers are making use of patented systems employing celluloid or pickling, there are so many methods of oxidization available that the production of a rust proof model should be a comparatively simple matter.

During the existence of the "bicycle craze" several oxidized bicycles—that is, bicycles with oxidized frames—were placed on the market, but the oxidization was designed to impart a "fancy" finish rather than for useful purposes; no attempt was made to render rustproof the handle bars, cranks, pedals, hubs, saddle springs, and other vulnerable parts. It is reasonably safe to say that a fairly warm welcome awaits a weatherproof pedicycle or motorcycle and that there is a sufficient number of riders ready to pay the small extra price that may be asked to make the production of such machines worth while.

In the tropical States and in those States adjacent to the sea there is real need of a rustproof machine. Dampness and salt air play havoc with nickeling and in such climates only assiduous attention serves to keep nickeled parts looking thoroughly respectable. The cyclist or the motorcyclist who has spent a summer or even a week or two at the seashore cannot well have failed to have had the fact impressed on him; the operating rods and levers which are essential to motorcycles seem particularly susceptible to the ravages of rust; not even the parts "nickeled on copper" seem proof against its ravages, which soon cause even the most expensive machine to appear disreputable.

The subject well may be termed a live subject, and the maker who appreciates the value of a feature that is as useful as it is impressive well may give serious heed to the suggestion. It is our opinion that the first manufacturer who presents a rustproof bicycle will score a "hit" of no small proportions, not only at home, but in a number of countries to which bicycles are exported.

The Spelling of "Motorcycle."

At a meeting which occurred this week, the New York Motor Cycle Club, the oldest motorcycle organization in this country, formally changed its name to New York Motorcycle Club. The change is one of orthography only, and as such it merits more than passing comment. It is in line with the spelling of the word by the national body, and practically all other organizations, and is evidence that the club has bowed gracefully to the dictates of that czar of all czars, Custom. In this country, at least, custom has so well established the spelling of "motorcycle" as one word that to spell it otherwise is to give evidence of behindthetimeness, of newness or lack of familiarity with existing conditions. There remain in the trade a few of those who have not awakened to full appreciation of the truth and in two or three instances their backwardness in this respect is almost unpardonable. The custom in orthography long has pointed toward the elimination of useless hyphens and the closing of unnecessary breaks and the spelling of "motorcycle" as one work merely is in accord with the general trend. Spelled as two words, as the Bicycling World remarked on a previous occasion, it is suggestive of a skip in a motor and looks as awkward as "steam ship" or "side walk."

The British cyclists' predeliction for "fixings" and "fitments" never was better illustrated than by the extent of the "trappings" which marked the bicycles exhibited at the recent Stanley show in London. The number of lugs, wires, rods, levers, elbows, buckles, nuts, bolts and screws employed in their change-speed gears and beloved rim brakes is sufficient to make an American rub his eyes. There are enough of them to suggest a full rigged ship or a telephone lineman's outfit. The simple little bicycle has become a weird and wonderful thing—in Great Britain. Why our cousins will put up with such an array of "fixings" when use of the coaster brake—they incline to the coaster hub only—would rid their machines of a goodly part of the clutter is another of those things past understanding or finding out.

When the vice-presidents of the several F. A. M. districts realize that in the appointment of an energetic Commissioner for each State lies the success of the District plan of government, and realizing it, find the men, the Districts will wax as large and as important as should be the case. Commissioner Mann, of Massachusetts, gives evidence of the proper spirit and a proper understanding of his duties. His appeal to the riders of his State, which is printed in another column, has the right ring. It should be heeded if ever the motorcyclists hope to obtain relief. Conditions in Massachusetts long have been almost intolerable and all of several attempts to relieve them were rendered impotent because those most affected merely contented themselves by uttering complaints. They could not be roused to action, and would not stir or contribute a dollar for their own welfare.

THE PLANTS WHEREIN THE AMERICAN BICYCLE AND ITS COMPONENTS ARE PRODUCED



IV.—PIERCE CYCLE CO.'S FACTORY AT BUFFALO, N. Y.

GRUELLING SPRINTS IN THE GARDEN GRIND

Hot Pace at Beginning of Six Days Race Causes Early Shake-Ups—Three Teams Tied at Opening of the Final Day—Half of the Original Contenders Eliminated—Many Records Slashed—De Mara and Hill Prove the Sensations of the Week.

FIRST DAY.

Bedell Breaks a Collar Bone—Walthour Loses a Lap in Long Wild Sprint —Two Teams Withdrawn.

24-Hour Score.

	Miles.	Laps.
De Mara and Hill	514	2
Fogler and Lawson	514	2
McFarland and Moran	514	2
Rutt and Stol	514	2
Mitten and Collins	514	2
Palmer and Walker	514	2
Dupre and Georget	514	2
Anderson and Vanoni	514	2
Galvin and Wiley	514	1
Devonovitch and Drobach	514	1
Root and Walthour	514	1
Downing and Hollister	514	1
Faber and Lafourcade	510	6
Brocco and Labrousse	499	2

Old record, 510 miles 1 lap, made by Elkes and McFarland in 1900.

Despite a cold drizzle that set in before the doors were opened at 9 p. m. Sunday and continued into Monday, the greatest opening night crowd that ever attended a six days race packed itself into Madison Square Garden and waited for hours to see the six days grinders begin their week's labor. Last year 9,000 people were in attendance when the opening gun sounded; this week the estimated attendance Sunday night was greater by at least 5,000 persons.

The start of the 16th annual grind did not differ materially from the getaway of preceding races, with the possible elimination of the flag parade of the contesting teams. The riders were introduced and sent once around the 176-yards yellow pine bowl but they did not carry the flags of the nations they were supposed to represent. Albert Edward Wills, the world's hour record holder, was the first to be introduced, although he was not due for a part in the six days cast, and then Pietro Dorando, the Italian Marathon professional, nervously stepped up to have the announcer sputter a few words over him.

Anderson and Vanoni, the Danish-Italian pair, were the most picturesque team to execute the "tour d'honneur." They wore brand new bright red silk sweaters with a broad white band running longitudinally from the collar to the bottom, and another white band encircling the bust, giving the form of a white cross against a red background. These are the Danish colors. Macfarland and Moran, in their red and white striped jerseys, au singsing, also presented a pretty picture as did Fogler and Lawson in clean white jerseys topped by navy blue collars.

The introductions over, the riders were lined up on the track and given the gun by Dorando at exactly four minutes past midnight, and after two laps in which



FRED HILL

to get in position, the six days grind commenced.

Logan led at the first mile, covered in 2:27, and Root held the premier position at the end of the second mile. From that time the pace changed and the grind began faster than ever before.

"Pedaler" Palmer scored the first fall 18 minutes after the start when his handle bars worked loose. The Australian was not injured, however, and soon resumed riding. The score at the ending of the first hour was 25 miles 5 laps, three laps better than the record made by Gougoltz and Kaser in 1902. A great cheer went up when the score was announced, for it was understood that several of the foreign riders were in the race merely to set pace and keep the others from lagging, and the first hour gave evidence that not only one hour, but several hour records, would be wiped from the slate before the week was over.

Just after the hour score was posted Peter Drobach's front tire blew up, and the South Boston ex-amateur took a cropper on the Madison avenue turn into the backstretch. He fell heavily, but rubbed his head and picked up himself without assistance.

An unusual incident, and one that created considerable amusement, occurred just before 2 a. m. Faber, the big Frenchman, was out in front setting a hard pace. Labrousse, another French rider, was hanging on the tail end of the procession. The hard pace set by Faber soon began to tell on Labrousse and the latter began to fall behind. After several laps of riding Faber sighted Labrousse in the stretches and seeing that he was about to lap his countryman, eased up. Joe Fogler was second, and when Faber eased Fogler poked his head to one side and saw Labrousse just ahead. The Brooklynite laughed, dug into his pedals merrily, and soon had the poor Frenchman lapped. Labrousse's team mate, Brocco, was furious, when he heard of the stunt, and came on the track prepared to get back the lap. His ensuing plugging was mainly responsible for the two, three, four and five hours records being broken. Faber fell shortly before 3 o'clock, but arose smiling and carried his broken bicycle to his training camp.

The first real excitement occurred at 3 a. m., when Hill came on the track to relieve De Mara. The latter made a good jump and had opened a lead of 10 yards, before he was brought down. A few minutes later Stol relieved Rutt and the pair made a slight gain, but were overhauled by Downey, while McFarland brought the pack up. Labrousse ran off the inside of the track a little later and smashed both wheels; he was considerably shaken up. Before this Lafourcade, another Frenchman, wabbled on the Madison avenue turn and caused Brocco, Galvin and Devonovitch, also himself, to fall down the steep banking. Faber particularly was unfortunate in regard to falls. Five minutes before seven o'clock a sleepy trainer started to cross the track directly in front of him. Faber couldn't get out of his way in time and both he and the trainer rolled down the track, the latter being rendered unconscious. Less than

one hour later Faber had another fall, caused by a punctured tire.

The first break in the teams occurred at 7:56 a. m., when Logan and Downey started a wild sprint, that was taken up by Moran, and lasted 27 minutes. After the smoke of battle had cleared away it was found that Faber and Lafourcade had lost 12 laps; Brocco and Labrousse 7 laps, Downing and Hollister 1 lap, Walthour and Root 1 lap, Devonovitch and Drobach 1 lap and Galvin and Wiley 1 lap. Root was justly mad when Walthour caused his team to lose a lap, as the Southerner did not seem to even want to keep up with the leaders.

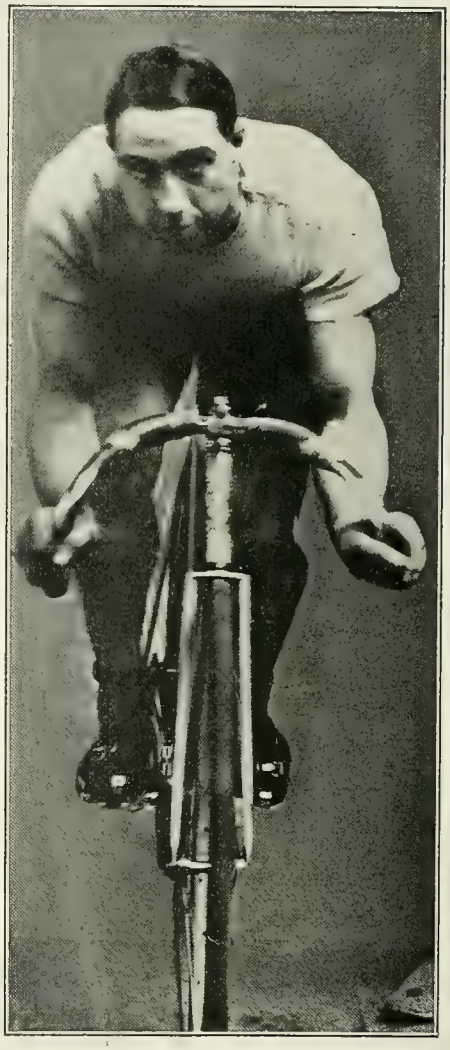
From 8 o'clock until noon Monday the race settled down to steady grinding, which was responsible for the losing of many, many laps by Labrousse, of the Italian-French team. Labrousse lost one lap at 11:11 o'clock, and between 11:17 and 11:37 dropped 14 laps.

Menus Bedell got his portion of the hard luck that has pursued the Bedell family for several years, at 2:55 in the afternoon. Because of John Bedell's misfortune in breaking his collar bone in the Boston race two weeks ago, Menus had teamed with Edward Rupprecht, of Newark, at the last minute. At the time stated Faber started a sprint, which put Bedell in a pocket. Before he could extricate himself, some of the field closed in on him and the Long Islander fell heavily on the southeast corner of the Fourth avenue turn. He was picked up with a broken collar bone and taken to the Polyclinic hospital. Rupprecht resumed riding for the team, but quit at 3:07 p. m., to take advantage of the four hour clause, to secure a partner from some other disorganized team.

Another unfortunate accident occurred a few minutes after 5 o'clock. Walthour started a sprint when he saw Root coming on to relieve him. While the sprinting was at its height Georget slipped on the Fourth avenue banking and fell, bringing down Brocco, Mitten and Logan. Poor Logan was bleeding from the mouth and from a cut on the head when picked up. After an unpardonable delay he followed Menus Bedell to the Polyclinic hospital, Downey withdrawing at 7:30 o'clock. Downey could not pair up with Rupprecht as the latter had been counted out at 7:07, so he, too, was officially declared out of the race at 11:39 p. m., four hours having elapsed from the time he stopped riding. During the day the teams of Labrousse and Brocco, and Faber and Lafourcade lost many laps.

The teams that started in the grind—the first-named beginning the riding—were as follows:

German-Holland team—Walter Rutt, Germany, and Johan Stol, Holland; French team—Victor Dupre, France, and Leon Georget, France; French team—Francois Faber, France and Henri Lafourcade, France; Italian-French team—Maurice Brocco, Italy, and Roger Labrousse, France; Pacific-Atlantic team—James F. Moran, Chelsea, and Floyd A. McFarland, San Jose, Cal.; Dixie-Yankee team—Robert J. Walthour, Atlanta, Ga., and E. F. Root, Melrose, Mass.; Inter-City team—Joe Fogler, Brooklyn, and Iver Lawson, Salt Lake City; Emerald Isle team—Patrick Logan, South Boston, and Matt Downey, Boston; Long Island-New Jersey team—Edward Rupprecht, Newark and Menus Bedell, Lynbrook; The Mormons—Hardy K. Downing, Salt Lake City, and C. L. Hollister, Salt Lake City; Australian team—W. Pedaler Palmer, Australia, and Gordon Walker, Australia; Danish-Italian team—Carlo Vanoni, Italy, and Norman M. Anderson, Denmark; East and West team—Worth E. Mitten, Davenport, Iowa, and Elmer J. Collins, Lynn, Mass.; Farmer and Messenger Boy team—J. Frank Galvin, New Milford, Conn., and George Wiley, Syracuse, N. Y.; Transcontinental team, Walter De Mara, San Francisco, Cal., and Fred Hill, Boston; Russian-American team—Ted Devonovitch, Russia, and Peter Drobach, South Boston. The last mentioned team was made up only the day before the start of the race. John Bedell, who was paired with his brother Menus, had not sufficiently recovered from the injuries sustained in the Boston race to permit him to start, and Rupprecht was taken on as John's substitute. Both men were in good physical condition when the gun sounded.



WALTER DEMARA

SECOND DAY.

Forty-eight Hour Record Falls — Dupre Quits and Three More Teams are Eliminated from the Race.

48-Hour Score.

	Miles.	Laps.
De Mara and Hill	947	3
Fogler and Lawson	974	3
McFarland and Moran	974	3
Rutt and Stol	974	3
Mitten and Collins	974	3
Anderson and Vanoni	974	2
Palmer and Walker	974	2
Galvin and Wiley	974	2
Devonovitch and Drobach	974	2
Root and Walthour	974	1
Faber and Lafourcade	965	9

Old record 966 miles 3 laps, made by Elkes and McFarland in 1900.

While the first 24 hours of riding was responsible for the elimination of two of the sixteen teams, the end of 48 hours, at midnight on Tuesday, saw a further reduction in the ranks, Labrousse, of the Italian-French team, collapsed, and Brocco, his partner, had to give up the ghost; Hardy K. Downing unexpectedly went to pieces and his team mate, C. L. Hollister, was left without a partner; but the biggest surprise of all was when Dupre and Georget, the best of the French teams, were forced out on account of the illness of Dupre. At the end of 48 hours the leading teams had covered 974 miles 3 laps, eight miles better than the record made by Elkes and McFarland in 1900.

When the day's riding began eight teams were tied in first position, the teams that were dropped being Palmer and Walker, the Australian pair; Anderson and Vanoni, the Danish-Italian combination, and Dupre and Georget, who quit.

While the riding Tuesday was, for the most part, a steady grind there were several sprints and one big one that broke up the tie of the leaders. It started at 2:35 in the afternoon when McFarland jumped and carried Stol with him. In a few minutes the trackside presented a scene of wildest confusion, as trainers frantically were running out of the camps for riders to relieve those on the track and a full house crowd was on its feet cheering the efforts of McFarland and Moran. The faster ones soon drew away from the others. Unfortunately Root was taking a bath at the time the mix-up commenced, and Walthour lost a lap almost before he knew it. He was in danger of having another tacked on him, when Root came on and took up the running. The blonde hero of several six days grinds gave a remarkable exhibition of riding when he regained a part of the distance Walthour had lost. Although he could not make up the full lap, he saved the team from being lapped twice. When the field settled back into its usual stride it was found that the teams of Anderson and Vanoni, Galvin and

Wiley, Palmer and Walker, and Walthour and Root had each lost one lap.

At the time the sprint started Georget was on the track for his team, and in fact, he had been riding for seven hours. Dupre had been taken sick in his stomach and Georget pluckily remained on the track for more than seven hours. When the sprint started Dupre stubbornly refused to get on his bicycle and help Georget. Some of the trainers in the foreign camp said that Dupre's illness was mostly a case of cold feet. The team was officially declared out after having covered 785 miles 6 laps.

There is one thing that can be said about Hardy K. Downing—he is not ashamed to admit truths. The hard pace was too much for the veteran Californian and he went to pieces. Downing was sorry to have to give up, especially when Hollister, his partner, was riding so well, but tired nature refused to respond to the slamming that it got and Downing was compelled to hold up his hands and surrender. The team quit at 533 miles.

Brocco and Labrousse decided to give up only when they were told to leave the track. Brocco is a plucky little Italian, capable of grinding out hard miles, but his partner was very "punk." Neither rider wanted to quit, especially Brocco, but as Labrousse was getting wobbly and the team was many miles behind the leaders, the officials thought that to allow Labrousse to remain in the contest would be a menace to the other riders. The referee declared the team out of the race at 525 miles 4 laps, and Brocco wept.

Pinkerton Policeman No. 51 displayed a wonderful amount of intelligence at 6 o'clock Tuesday morning. Without looking around he started to cross the track just as the bunch of riders entered the Twenty-sixth street side of the track. De Mara was leading at the time and he could not miss the officer. Moran, Anderson and Drobach also fell, but fortunately none of the riders were injured. The policeman doubtless will not again attempt to cross the track without making sure that the riders are on the opposite side. It took his brother officers more than 15 minutes to stop the flow of blood from nose and chin.

During the very early hours a party of "society" people in one of the boxes let it be known that they wanted a little excitement and were quite willing to pay for it. "Larry" Waterbury, the polo player, called one of the officials to the box and showed $300 which he said he was willing to give if one of the leading teams would gain a lap. The leading teams did not want the $300 that badly, however. It was learned that the man who actually furnished the $300 was Harry Payne Whitney. He didn't want his folks to know that he was out so early in the morning.

Faber and Lafourcade were so many miles behind that the bunch let them gain some of the laps they had lost. Moran, Stol and De Mara several times made jumps that promised to shake up the field, but nothing came of the attempts with the exception of the one big sprint.

THIRD DAY.

Fogler "Blows up," Forcing Lawson Out—Walthour Regains One of His Team's Two Lost Laps.

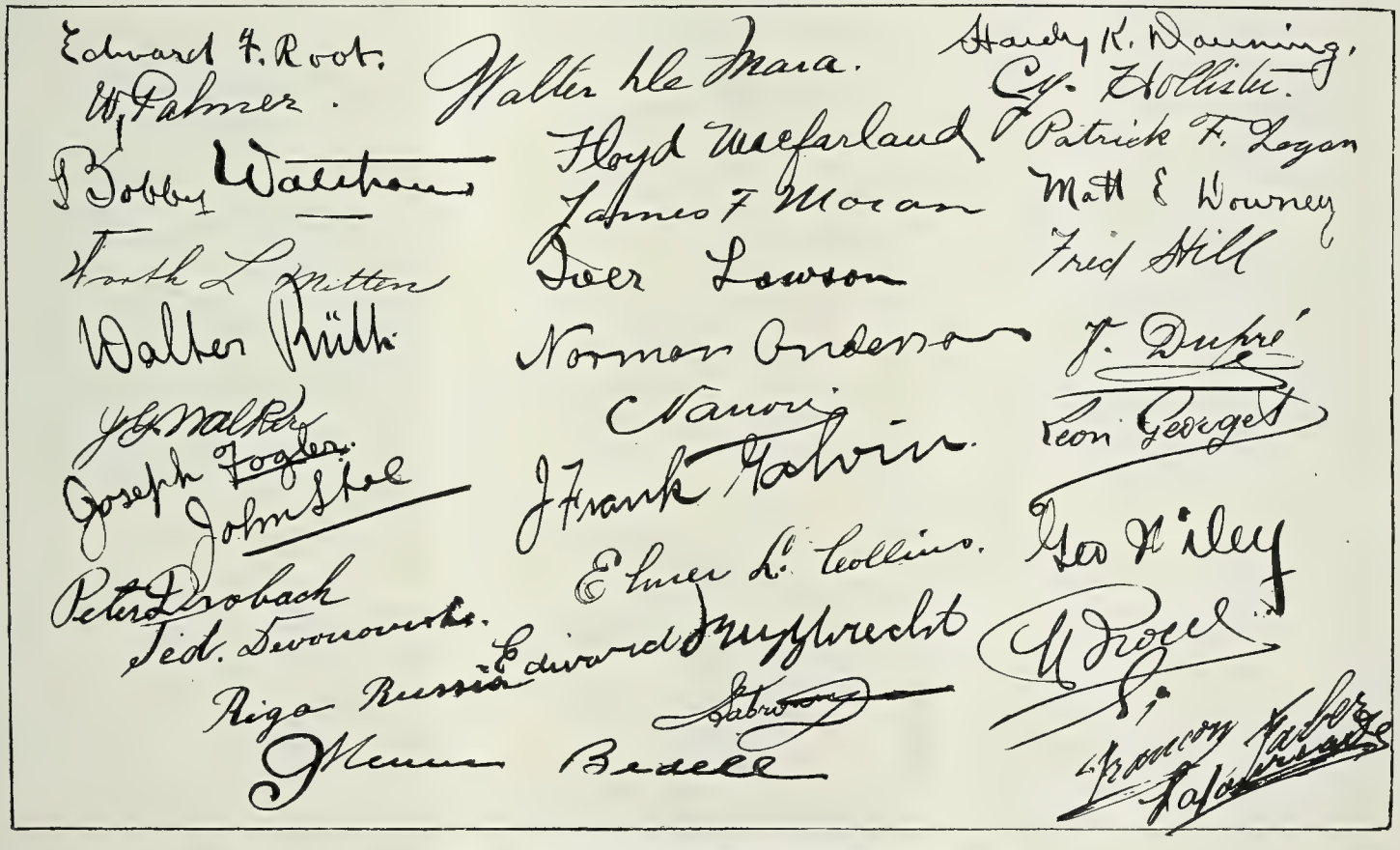
72 Hours Score.

	Miles.	Laps.
De Mara and Hill	1,419	2
McFarland and Moran	1,419	2
Rutt and Stol	1,419	2
Root and Walthour	1,419	1
Palmer and Walker	1,419	1
Mitten and Collins	1,419	0
Galvin and Wiley	1,418	9
Devonovitch and Drobach	1,418	7
Anderson and Vanoni	1,418	6
Faber and Lafourcade	1,402	1

Old record 1,416 miles 8 laps, made by Miller and Waller in 1899.

What undoubtedly was the biggest surprise of the race came on Wednesday when Joe Fogler withdrew from the race and compelled his team mate, Iver Lawson, to retire from the running, although the latter was in splendid shape, physically. Lawson claims that Fogler "showed a yellow streak" by quitting as he did, while Fogler maintains that he had become so saddle sore as to make further riding out of the question. At any rate Fogler "blew up" to the great surprise of all.

It came about between 3 and 4 o'clock Wednesday afternoon when Moran sudden-



AUTOGRAPHS OF THE RIDERS, SHOWING THAT THEY CAN WRITE

ly jumped. McFarland had been lying in his cot at the trackside at the time and he hurriedly mounted his bicycle and prepared to relieve Moran. After the pickup McFarland opened a big lead and gained nearly half a lap on the field, including Rutt and Stol, the latter being on the track at the time. Rutt came on just at that time and saved his team from being lapped. Fogler, however, had dropped steadily behind and Moran, who had taken up the running again, passed him. The sprinting lasted for fully 10 minutes and the scorers had a hard time keeping account of the changes. Lawson held his own while he was on the track, but the scorers figured out that Fogler had lost four laps, two of them being dropped when he slowed up to tell the officials that he



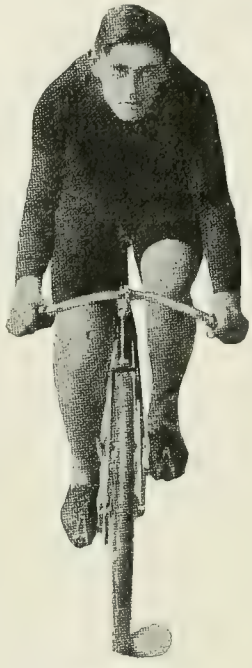
F. A. McFARLAND

was disabled and could not continue riding.

The first big sprint of the day started at 20 minutes after 2 o'clock in the morning when Walthour and Root gained one of the two laps they had lost. It was the wildest, fiercest sprint of the race, and began when Walthour jumped, as he saw Root on his bicycle ready to relieve him. Root took up the running and after making a substantial gain Walthour came on again. The sprint lasted for 27 minutes and when it was over the scorers figured that Walthour and Root had gained one lap, Mitten and Collins had lost two, Anderson and Vanoni three, Devonovitch and Drobach two, Galvin and Wiley one, and Faber and Lafourcade so many that track was lost of them. The last named team actually lost nearly 100 laps in the wild whirl.

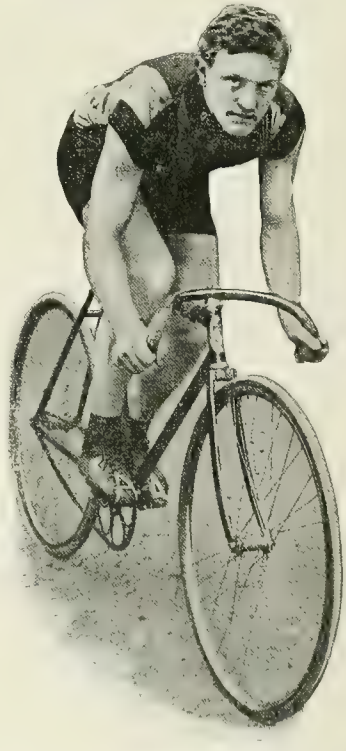
Things were quiet from that time until the sprint which brought about the withdrawal of Fogler and the race assumed a steady record-breaking grind during the early hours of the evening. Between the 60th and 61st hours the riders allowed Faber to make up 35 laps before he was relieved by Lafourcade. Lawson was officially declared out at 8:59 p. m., the four hours in which to secure another partner having elapsed since the team stopped riding. Out of 15 hours Lawson was on the track nine hours at different periods, and was in good shape. It was a bitter disappointment to him when Fogler quit, as Lawson had figured first, second or third money.

One of the neatest lap steals occurred at 11:18 p. m., when Devonovitch gained one



JAMES F. MORAN

of the laps he had lost, which placed his team one lap ahead of the Anderson-Vanoni combination, with which it had been tied. Lafourcade prepared to set some pace, and



WALTER RUTT

as he was hopelessly in the ruck none of the riders paid much attention to him. Anderson was in the rear of the field and did not see Devonovitch go to the front with Lafourcade. The Frenchman set a little pace and then Devonovitch took up the running. He simply pedaled away from the bunch without resistance and before he realized it had sighted the tail end of the procession in the stretches. By a little plugging he was about to close the gap when he punctured, just as Drobach came on to relieve. The latter closed the gap, to the discomfiture of Anderson, who did not realize that he was lapped until that time. When the bewhiskered Russian punctured he rode to the top of the banking and held on to the guard ropes. As he was dismounting his feet slipped and the good-nateured ex-revolutionist executed on the posterior portion of his anatomy a swift slide down the banking to the floor. The track surgeon had to spend a few minutes picking poplar splinters from



JOHAN STOL

the popular Russian, who never once whimpered while the operation was in progress.

FOURTH DAY.

France and Russia Both Retire—Nearly Every Hour Sees a Record Smashed—Half the Contenders Retired.

96 Hours Score.

	Miles.	Laps.
De Mara and Hill	1,865	9
McFarland and Moran	1,865	9
Rutt and Stol	1,865	9
Root and Walthour	1,865	8
Mitten and Collins	1,865	7
Galvin and Wiley	1,865	6
Anderson and Vanoni	1,865	4
Palmer and Drobach	1,860	2

Old record 1,865 miles 2 laps, made by Miller and Waller in 1899.

Despite the fact that the police had cleared out the building from roof to cellar the day before and that the price for general admission had been raised from 50 cents to $1, there was just as large a crowd in Madison Square Garden Thursday as on any preceding days of the race. In fact, speculators began doing business early in the evening, charging advanced prices. Contrary to expectations the fourth day of the race brought no change in the standing of the leaders. The French team of Faber

and Lafourcade was ordered to withdraw after having covered 1,438 miles 3 laps, and and at the request of the management, Theodore Devonovitch, the popular Russian, withdrew in order that his partner, Drobach, might team with Palmer, the latter's partner having been eliminated by a broken collar bone.

The accident to Walker was the first incident of the fourth day as it happened at 2.20 a. m. The riders were traveling at not much faster than a snail's pace and Walker became drawsy. He was tired, very tired, and the "dope" given him by a trainer who is said to be a dope-fiend himself, had not done the little Australian any good. As the riders slowly rolled around the yellow bowl Walker's eyelids became heavier and heavier. He felt that he couldn't keep them open much longer, and just as he had reached this mental conclusion he fell. A dozen helpers ran to the prostrate man and helped him limp painfully to a cot. The track physician was called and found that Walker had broken his collar bone. Walker was heartbroken and wept when he found that he could not continue the race.

Palmer was called on the track and although he had only a few minutes before left it, began riding again. Plucky Palmer! He determined to ride as long as possible and then take advantage of the four hour clause in which to secure another partner.

Faber and Lafourcade, the last of the French teams, had in the meantime been called from the track. Faber looked robust enough, but he was not fast enough to keep up with the hard sprints. Lafourcade, however, looked like a spectre. The poor Frenchman was a pitiful object as he painfully pedaled his way around the wooden track that has no ending for 142 long hours. He looked like he had been through twenty hells, whatever hell is, and the management ordered him to quit the race.

Faber wanted to team up with Palmer but the management thought Palmer deserved a better mate and so the Australian waited. His chance came when Devonovitch was asked to withdraw. The big Russian hated to give up, as he had made a splendid showing, and there were many in the Garden who thought the Russian in better condition than Drobach. But when the Power that is speaketh, the minions must obey. Devonovitch quit and Drobach teamed with Palmer, the reconstructed team taking the lower score.

Poor little "Petie" Drobach! He was nearly all in and when a sprint started he lost ground rapidly. Palmer tried to hold the field, but he, too, had used most of his remaining strength when he remained on the track nearly five hours after Walker was injured, and he could not respond. After that the Palmer-Drobach team fell far behind the leaders.

One of the most sensational spills of the week occurred shortly after noon when five of the riders went down in a heap. Drobach was leading slowly when Root suddenly jumped, in a mad effort to gain a lap and place his team even with the three leaders. The field woke up after the blond Massachusetts rider had drawn a quarter lap lead. While the entire field was scrambling to go after Root, De Mara's wheel slipped on the steep banking and his pedal caught in Drobach's rear wheel. Moran, Wiley and Vanoni also tumbled, Mitten, Root and Stol being the only riders to escape. The fallen riders resumed riding after awhile with the exception of Wiley, who was relieved by Galvin.

The record breaking continued throughout the day with three exceptions. Every hour record from the 72d hour to the 97th hour was broken except those for the 80th, 84th and 88th hours. When the riders found they were falling behind the pace increased. Anderson and Vanoni were most industrious in setting pace. The day ended, however, without any change in position.

FIFTH DAY.

Ties Reduced to Three and More Records are Broken—McFarland and Moran Unlucky at Lap Stealing.

120 Hours Score.

De Mara and Hill	2,324.0
McFarland and Moran	2,324.0
Rutt and Stol	2,334.0
Root and Walthour	2,323.9
Mitten and Collins	2,323.8
Galvin and Wiley	2,323.7
Anderson and Vanoni	2,323.5
Palmer and Drobach	2,311.6

With the exception of a day divided between falling behind the record and breaking the record set up by Miller and Waller in 1899, punctuated here and there by a sprint and a fall, Friday's racing did not produce any thrills or did it result in the tie between the leaders being broken. When the day's riding ended at midnight the teams of De Mara and Hill, McFarland and Moran and Rutt and Stol were tied with 2,324 miles; Root and Walthour were on lap behind; Mitten and Collins two laps, Galvin and Wiley three laps, and Anderson and Vanoni five laps behind the leaders. The reconstructed team of Palmer and Drobach was many miles behind.

The first accident of the day occurred at 10:37 a. m., when McFarland punctured and fell, just after starting a sprint. The lanky California hit the boards heavily and for a time it was feared that his collar bone might be broken. The San Josean resumed riding after a short rest, however.

Moran—McFarland's partner—made the greatest attempt at lap stealing, and had not a tire punctured at a most inopportune moment the erstwhile milkman from Chelsea would have gotten away with it. It was at 4:18 p. m. that Moran jumped and before the bunch seemed to realize it, Moran had gained a half lap. He was covering ground fast when one of his French tires blew up. Moran fell, but was not injured beyond a scraped shoulder and elbows.

Moran blamed his trainer for the accident, claiming that the latter had not properly cemented the tire to the rim. As soon as he got a new bicycle Moran let loose another jump and caused another flurry.

An hour or so later Vanoni gave the afternoon crowd of sightseers a thrill or two when he gained a lap, which was accomplished, however, without the aid of a short track. The next bit of excitement came at half past nine in the evening, when McFarland and Moran tried again to gain a lap. The husky Chelsean was fast opening a gap when his tire went down. Thus was the third attempt of the McFarland-Moran team to gain a lap frustrated. Shortly after the field had settled down Vanoni caused a spill by cutting down in front of De Mara. Root and Galvin also went down in the mixup, but Galvin suffered most. He struck on his forehead and was unconscious for seven minutes.

It lacked a few minutes of midnight when Vanoni tried to gain another lap. He accomplished it but the referee would not allow the gain as Galvin and Wiley had been off the track while the sprinting was on.

It was a bad day for records, the hard pace telling with such effect upon the riders that several times during the day the records established by Miller and Waller were not reached. The arrival of the band in the afternoon, however, livened things up, and before night the grinders again got inside the record. From the 100th to the 109th hour the riders fell below the record, but from the latter hour until the day's riding ended at midnight, the records were wiped from the slate.

There is a difference of opinion between riders and "fans" as to who will be returned the winner to-night.

Pat Logan and Matt Downey, who were put out of the race early in the week, think that Rutt will carry off the palm, and this opinion is held by Arthur Vanderstuyft, the well-known Belgian six days rider and present world's two hours record holder. Vanderstuyft has watched the race from the beginning and he says that Rutt is sure to win. Frank Cadwell, a former six days rider, is another who thinks Rutt will win. McFarland has lots of supporters, however, and Hardy K. Downing, a fellow townsman of the Californian, says that McFarland's generalship and familiarity with small tracks will carry him to victory, and that De Mara will be second. Walter Bardgett, the Buffalo rider; Otto Maya, a former six days crack; John M. Chapman, the promoter; A. J. "Rocket" Clarke, the Australian champion, and a host of other well known persons are picking McFarland.

De Mara has not so many takers. G. H. Neidner, who has trained the stocky westerner, and who has trained Kramer, Bardgett and other cracks, says that De Mara has not once shown the speed that he is capable of. He also adds that De Mara will go to the starting tape the finest conditioned of the trio. "Jack" Neville, Kramer's famous trainer, thinks De Mara has the speed, but lacks judgment.

AMERICA AND EUROPE BREAK EVEN

Kramer Trounces Dupre, but Wills Rides Rings Around Walthour—McFarland Defeats a Big Field.

Before the largest crowd that ever has attended the curtain raiser of a six days bicycle race, American Champion Frank L. Kramer decisively defeated Victor Dupre of France, and "Major" Taylor of Worcester, Mass., in their three cornered match, and Albert Edward Wills, the midget English pace follower, who last summer set up the stupendous record of 61 miles 904 yards in one hour, made Robert J. Walthour, of Atlanta, Ga., and his grandstand riding, look like thirty cents. These were only two choice bits of an interesting program that was unwound in Madison Square Garden last Saturday night, 5th inst. Floyd McFarland, the lanky San Jose campaigner, won the ten miles open professional race; Alfred Halstead, of Sacramento, Cal., won the quarter mile open amateur after an interesting series of trial and semi-final heats, while Gus Perden, the Brooklyn flat floor rider, took the half mile handicap. The attendance was heavier than at any previous race meet held in the Garden, numbering slightly over 10,000.

The ball was set rolling amid a pandemonium of noise a few minutes past eight with the first heat of the quarter mile amateur open, and the eight heats brought together Carmen, Perden, Halstead, Hawkins, Giles, Magin, Owens, Steinert, William Vanden Dries, Smith, Beyerman, Devine, Penn, Allen, Siefert and Frank Eifler for the semi-finals. Jerome showed some class in the first semi-final heat by defeating Alfred Halstead and a number of other leading "simon pures." William Vanden Dries and Adam Beyerman qualified in the second heat.

Steinert had the pole in the final heat, with Vanden Dries second, Halstead third and Beyerman on the outside. Just after the starting gun Steinert slipped off the banking and before he could get into stride the other riders had opened a gap with Vanden Dries leading at the bell. Halstead made his bid in the middle of the backstretch and in a beautiful sprint passed Vanden Dries. The Californian won out by more than a length, with Beyerman trailing Vanden Dries for third.

The half mile amateur handicap, in eight trial heats and a final, produced a winner in the person of Gus Perden, whose most noteworthy achievements have been on the flat floors of New York and Brooklyn armories. Perden had 35 yards. Emil Drewitz was second and Herman Hintze third. Steinert was the scratch man and although he made a pretty ride from the honor mark he had just closed the gaps when Perden entered the stretch.

By far the best race of the evening was the three cornered sprint match between Frank L. Kramer, of East Orange; "Major" Taylor, of Worcester, Mass.; and Victor Dupre, of France. The tall one-eyed Frenchman who defeated Taylor last summer in France, besides scoring victories over Ellegaard, Friol and Poulain, was regarded as the winner by about 85 per cent. of the "fans," and they received a hard jolt when the national champion triumphed in two heats out of three. The match was one of the best, if not the best, race ever held in New York City.

Kramer demonstrated that he still has the victory planning head, for the contest was one of brainwork rather than a race of brawn. Dupre has plenty of speed, as well as Kramer, but the ten lap Garden track was not banked sufficiently to allow either man to show his best in this capacity. So far as the negro, "Major" Taylor, is concerned, he was outclassed in tactics and in speed, but he took his defeat philosophically. Later in the evening it was learned that during the race a number of French table d'hote "joints" were sans garcons and that considerable money changed hands as the result.

Dupre won the toss for position in the first heat and took the pole, with Kramer second and Taylor on the outside. The distance was a half mile, and Kramer assumed the lead at the start, followed by Dupre and Taylor, in order. In the second lap Taylor passed Dupre after the latter had made a bluff at trying to take the lead. The bell saw Kramer leading, with Taylor second and Dupre last, and the finish brought no change, the American champion leading the negro by two lengths, with Dupre a length behind the "cullud gemman from Worcester."

The second heat, at one mile, was perhaps the best of the three, because it was brimful of all the elements that go to make an exciting race. The first four laps were slow, with Dupre gradually unwinding. Kramer was second and Taylor third. In the fifth lap the negro jumped Kramer and for a second the champion appeared in a pocket. Taylor went on, however, to fight Dupre, but the Frenchman by this time was moving fast, and Taylor fell back, Kramer in the meanwhile extricating himself. Kramer went around Taylor, then attacked Dupre and for three laps the great throng was treated to the thrilling sight of a neck and neck struggle betwen the American champion and the French crack. Being on the outside Kramer was at a disadvantage and when the last lap started Kramer was beaten. This left the race between Dupre and Taylor, but on the first turn the negro rode high on the bank and slowed, apparently thinking the race over. He saw his mistake almost instantly, however, and set sail after Dupre, but the Frenchman had too big a lead to be overtaken, and although the finish was close Dupre was master at all stages of the heat.

Quite naturally the greatest enthusiasm prevailed when the three men lined up for the final heat. Dupre won the toss and selected one mile as the distance. This was when the spectators conceded the race to Dupre as one mile is his distance rather than that of the champion. Taylor led for one lap, followed by Kramer and Dupre, but relinquished it to Dupre in the second lap. In the fourth lap Kramer jumped and passed both Taylor and Dupre. Kramer made a wonderful sprint and kept it up for a half mile, while Dupre and Taylor took turns in jumping each other. The champion led at the bell, with Dupre second and Taylor last, and this was the order at the finish, with the American leading the Frenchman across the tape by two lengths. Kramer was given a magnificent and well deserved ovation when he dismounted and walked across the track to his training quarters.

There were few people in Madison Square Garden Saturday night who were not glad to see little Wills, the English pace follower, "lick the stuffing out of" Robert J. Walthour, who still likes to call himself "Bobby." It was reported that Walthour had let it be known that he was going "to make a monkey of" Wills, while Wills merely said that he was going to do his best. This statement of Walthour's seemed to be borne out when the men came on the track for their ten miles motor paced match. One of the conditions of Walthour's contract was that he be allowed to furnish his own pace, and when the Southerner appeared on the track behind a big 10 horsepower French pacing machine that is capable of a mile a minute, while Wills followed a small Indian motorcycle fitted with a roller, it was learned that Wills had asked Walthour to use a pacing machine similar to his and, in fact, had offered the American the choice of the two Indians that had been brought down from Boston. Walthour refused, however, and the race began, with Gus Lawson pacing Walthour, and Charles Turville in front for Wills.

The men got away from opposite sides of the track and Walthour was beaten after the first lap. In the fifth lap, when Wills had gained 15 yards, Walthour suddenly dropped from behind his pacing machine and yelled that he had a puncture. It looked so unusual to see him ride four laps with a punctured tire that Turville was moved to investigate. Wills's pace maker could discover no damage to Walthour's tire and he protested that Walthour was up to his usual stunt of grandstand riding. According to the rules another start was allowed in case of an accident in the first mile, but Wills was given the advantage of 15 yards he had gained. The doughty little Englishman rode like a whirlwind after the second start, and in five laps had Walthour sighted in the stretches. At the end of the fifth mile Walthour quit again, saying he had another puncture. Wills kept right on riding and piled up a few laps while Walthour was changing bicycles. Although the latter had a spare pace following bicycle at the trackside he remounted on a sprint wheel with curved forks, which gave fur-

ther evidence of his gallery playing proclivities. In the succeeding miles Wills lapped Walthour several times, and at the finish was one mile and two laps ahead.

Fourteen riders started in the ten miles open professional, but some of the leading sprinters were noticed among the absentees. With $10 to the leader of each mile and the same sum to the winner of the most laps, the going was lively from start to finish. Root set the pace for the first four laps, when Anderson moved in front and remained there until after the first mile. Cameron got the second mile and Anderson the third after a sprint with Hill. The fourth went to Logan, who defeated Hollister, while Vanoni took the fifth from Moran. Drobach got the sixth mile, Logan the seventh, Hollister the eighth and Logan the ninth. Cameron set the pace for most of the final mile with McFarland second and Root third. Two laps from the finish De Mara began to unwind. McFarlang saw him coming, however, and cut loose. The "old man" made a great finish, with Root hanging on for second, and Wiley for third. Cameron got fourth. The summaries:

One-quarter mile open, amateur—Won by Alfred Halstead, Sacramento, Cal.; second, William Vanden Dries, New York A. C.; third, Adam Beyerman, Mohawk A. C. Time, 0:43⅗.

One-half mile handicap, amateur—Won by Gus Perden (35); second, E. O. Drewitz (75); third, Herman Hintze (65). Time, 1:00⅘.

Three-cornered match sprint race—First heat won by Frank L. Kramer, East Orange, N. J.; second, "Major" Taylor, Worcester, Mass.; third, Victor Dupre, France. Time, 1:07⅗. Second heat (one mile), won by Dupre; second, Taylor; third Kramer. Time, 2:30⅕. Third heat and match won by Kramer; second, Dupre; third, Taylor. Time, 2:28⅗.

Ten miles open, professional—Won by F. A. McFarland, San Jose, Cal.; second, E. F. Root, Melrose, Mass.; third, George Wiley, Syracuse; fourth, G. G. Cameron, New York City. Time, 22:54⅘. Mile prize winners, Logan 3, Anderson 2, Cameron, Vanoni, Drobach and Hollister, 1 each.

Ten miles motor paced match—Won by A. E. Wills, England; second, R. Walthour, America. Time, 17:02.

Grand Prix of Paris Carded for June.

France's biggest sporting event, the Grand Prix of Paris, will next year be held in June, the dates being the 6th, 10th and 13th. The trial heats of the amateur and professional races will be held on the first named date, while the semi-finals will take place on June 10th, and the final heats three days later.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

F. A. M. EASTERN DISTRICT IN SHAPE

Adopts Regulations and Elects Officers—Plans Devised to Check Thievery and to Promote Cycle Paths.

Henceforth the wise thief who would purloin a motorcycle in any of the New England States or in New York, New Jersey, Pennsylvania or Delaware will give it a second look before he decides to "lift" it.

If it bears a stamp or transfer which says something about "$25 reward" and "F. A. M. Eastern District," he will do well to let that machine alone and seek elsewhere. For at its meeting in Turn Hall, New York City, on Saturday evening last, 5th inst., the Eastern District of the Federation of American Motorcyclists set a price of $25 on the head of the thief who may make off with a member's motorcycle. A "transfer" or decalcomania briefly setting forth the details of the reward shortly will be supplied to all members of the District for affixment to their machines. The motion instituting this movement was offered by Mr. Betts (N. Y.), and was carried with glad acclaim; Roland Douglas, who still is wearing mourning for the loss of a $250 motorcycle, voted three times for the motion.

The meeting had been called by Vice-President E. L. Buffington for the purpose of properly organizing his district as required by the revised constitution and by-laws of the national organization. He selected New York as the meeting place because of the large membership contained within the big city which promised at least a full attendance. In this expectation he was disappointed, for the meeting was as conspicuous for its absentees as for those who were present. Four States were repre-

W. F. Mann came from Massachusetts; Buffington and B. A. Swenson came from Rhode Island, and two members from Pennsylvania were in attendance, but of the several hundred New York members less than twenty put in an appearance. President Ovington is abroad, but all other national officials and committeemen also were missing. R. G. Betts, Roland Douglas, M. E. Toepel, F. W. Horenburger, Norman De Forest and a few other standbys and new members were there, of course, but of all the many dealers and tradesmen in New York and Brooklyn and the rest of the District, only H. A. Gliesman, A. H. Bartsch and J. F. Lange were "present and accounted for."

What the meeting lacked in numbers was made up in earnestness. Real interest was displayed and nearly every one present participated in the discussions. The rules and regulations for the government of the District, which are required before the national body will consider a District as formally organized, were presented by a committee of which Roland Dougles was chairman and with a few minor changes they were adopted.

They constitute the vice-president, the District secretary, the District treasurer and the State commissioners, an executive committee, and seek to second the work of the national organization and to promote interest all along the line. The State commissioners are authorized to appoint State secretaries and local commissioners and the competitive committee is required to promote both District and State championships and to serve as referees.

As District Secretary B. A. Swenson, of Providence, was elected without opposition and similarly F. W. Horenburger, of New York, was unanimously chosen treasurer.

Vice-President Buffington announced that he had appointed W. F. Mann, of Boston, as State Commissioner of Massachusetts, and that he had tendered appointments in five other States and was awaiting acceptances.

In addition to his motion designed to discourage the theft of motorcycles, Mr. Betts offered a resolution also which marks a first effort to bring about the restoration of the cycle paths which once were so numerous in New York State, and which are as desirable for motorcyclists as ever they were for pedicyclists. The resolution took the following form:

Resolved, That the Eastern District F. A. M., place itself on record as favoring the restoration and maintenance of cycle paths and that its officers and members be urged to work with that end in view.

The resolution was carried unanimously.

A feature of the meeting was the reading of two long and rather remarkable communications from Dr. J. B. Thornton, of Boston, one of the first members of the F. A. M. in Massachusetts, who had permitted his membership to lapse. Evidently unaware that for three years efforts had been made to secure legislative relief in that State he mildly criticized the F. A. M. for its inaction, but the greater part of his letters raked over the coals the open muffler "fiends" and ill-kempt, dirty and generally slouchily attired motorcyclist, whom he thinks a detriment to the pastime; some of those present expressed agreement with him. Commissioner Mann remarked that he meant to give the Doctor a chance to lend a helping hand, although the former wrote that he had little time to leave his office to do anything.

The rules and regulations of the district which were adopted and ordered printed and mailed to all members, are as follows:

In compliance with the provisions of Article 1, Section 2, of the bylaws of the national organization, the Eastern District of the Federation of American Motorcyclists in meeting assembled in New York City, December 5, 1908, hereby adopts for its guidance and administration the following

Rules and Regulations,

which shall be considered as applying in connection with the constitution and by-laws of the national organization.

Officers and Their Duties.

1. The directing and executive head of this District shall be the vice-president elected at the annual meeting of the national organization, or, in the event of a vacancy occurring in that office, his successor appointed by the president. The vice-president shall preside at all meetings of the District and of its executive committee, shall appoint a State Commissioner for each State represented in the District, and also such committees as are herein provided for and shall fill any vacancies which may occur in such offices or committees. He shall exercise general oversight and direction of the affairs of the District to the ends of increasinf its usefulness to its members and the advancement of motorcycling, and generally shall perform such duties as pertain to the position of an executive officer. He shall file with the national secretary a certified copy of any and all rules and regulations which may be adopted and also the names and addresses of all elected officers and all appointees and the nature of their appointments. He shall render to the national organization at its annual meeting a written report summarizing the proceedings of this District during the year. The vice-president shall be ex-officio chairman of all committees.

2. The secretary shall keep a roll of names, addresses and numbers of all members of the District by States; shall keep the minutes of all meetings and such other records as pertain to his office. He shall mail a notice to all members of all regular meetings and of all special meetings of which he may be advised by the vice-president. He shall render a written report at each regular meeting.

3. The treasurer shall receive all moneys and shall keep proper books of account in addition to tabulations of the receipts from memberships in each respective State as received from the national treasury. He shall render itemized reports quarterly to each member of the District executive committee and a similar report at all regular meetings, or whenever required by the vice-president. He shall deposit all money in a bank approved by the executive committee. He shall pay out no money except with the written approval of the vice-president and the secretary. Immediately preceding the expiration of his term of office his accounts shall be audited by a committee of three members holding no office who shall be appointed by the vice-president. He shall give bonds in the sum of $500, the expense for which bonds shall be borne by the District organization.

4. The State commissioners shall have general oversight of affairs in their respective States, and to assist them may appoint a State Secretary and also local commissioners wherever it may be deemed advisable.

Committees and Their Duties.

5. For the convenience of government, there shall be an executive committee composed of the vice-president, the secretary, the treasurer and the State commissioners. It shall be subject to the call of the vice-president. Five members shall constitute a quorum at any meeting.

6. Five committees shall be appointed by the vice-president as follows:

Legal Action.
Competition.
Highway Improvement.
Tours and Hotels.
Transportation and Facilities.

7. Each committee shall consist of one member appointed from each respective State comprising the District.

8. In consultation and co-operation with the corresponding national committees, the duties of the District committees shall be as follows:

8a. The committee on legal action shall devise and advise in all matters affecting legislation and involving action at law. It shall be its duty to defend the rights of its members and to supply them with such advice and assistance as may be within its power.

8b. The competition committee shall generally oversee all matters affecting competition, and assist in the enforcement of F. A. M. rules to which end the members thereof shall be selected and shall serve as referees whenever practicable. With the approval of the vice-president, it may promote contests or other events designed to increase interest in motorcycling and shall devise ways and means for deciding the District and State championships each year.

8c. The committee on highway improvement shall use its best endeavors to promote the improvement of the public highways, and so far as is practicable shall join in all movements to that end.

8d. The committee on tours and hotels shall seek to compile road maps and road books, to promote touring and to assist tourists with information. It may recommend for appointment as official hotels any hotels deemed worthy of such designation.

8e. The committee on transportation and facilities shall endeavor to promote the convenience of carriage of motorcycles by rail and water and to recommend for official appointment such supply stations and repair depots as are deemed best fitted to meet the requirements of motorcyclists.

9. No committee shall incur any expense without the approval of the vice-president, secretary and treasurer.

10. Any officer or committeeman who shall be charged in writing by five members with malfeasance in office or conduct prejudicial to the interests of the Federation may be suspended by the vice-president pending investigation of such charges, a copy of which shall be forwarded to the alleged offender within ten days of its receipt. He shall be given twenty days in which to make answer. The evidence shall be submitted to the members of the executive committee and if found guilty by a majority vote the offender may be reprimanded or removed from office or be recommended for expulsion from the organization.

10a. In the case of any member of the District, not holding office, against whom similar offenses are charged in writing by five members, the procedure shall be the same.

Meetings.

11. Two regular meetings shall be held annually, one, denominated the Summer meeting, between May 1 and June 30, and the other denominated the Fall meeting, within thirty days after the annual meeting of the national organization. At the Summer meeting, there shall be chosen, by ballot, the nominee for vice-president of the District whose name shall be presented for election at the next succeeding annual meeting of the national organization; the vice-president shall assume the duties of his office immediately on his election. At the Fall meeting there shall be elected by ballot the District secretary and the District treasurer.

12. Special meetings may be called at the option of the vice-president, and shall be called on the written application of 25 members, which application shall state the purpose or purposes of such meeting.

13. The places of meeting shall be selected by mail vote of the executive committee.

14. Nineteen members, personally present, shall constitute a quorum at any meeting.

15. Proxy votes shall not be recognized or permitted.

16. At least ten days' written or printed notice of all meetings shall be given all members.

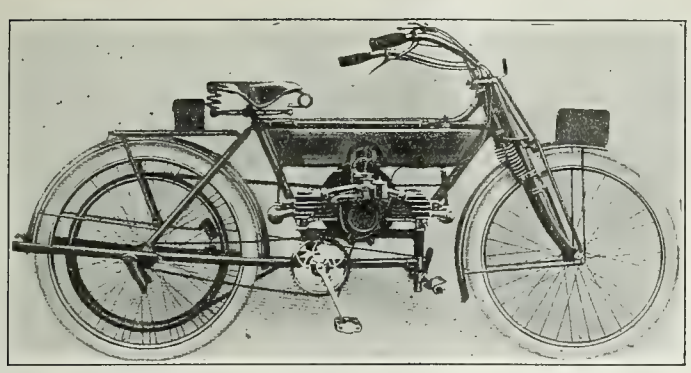
Amendments.

17. These rules and regulations may be altered or amended by two-thirds vote of those present at any regular meeting or any special meeting called for the purpose, but all such notices of such meetings shall state specifically the language of such proposed alteration or amendment.

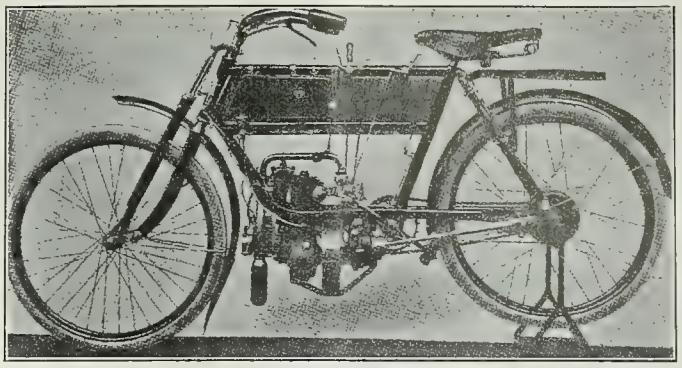
No Bells or Lights for Toronto Cyclists.

Bicyclists are "in right" in Toronto. Recently Alderman Church introduced a measure to compel bicyclists to equip their machines with bells and lights. The bill was referred to the civic legislation committee, who this week put the measure in "cold storage." The city solicitor and Chief Grassett rendered reports strongly adverse to the proposed ordinance, saying that the sounding of bells only tended to confuse pedestrians, while it would be a heavy burden on cyclists to pay $2 or $3 for a proper lamp. These are the stock arguments which cyclists who have no consideration for the public usually bring to bear.

"The A B C of Electricity" will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.



DOUGLAS, WITH HORIZONTAL OPPOSED MOTOR



F. N. SINGLE CYLINDER WITH SLIDING GEARS

WHAT LONDON'S SHOW DISCLOSED

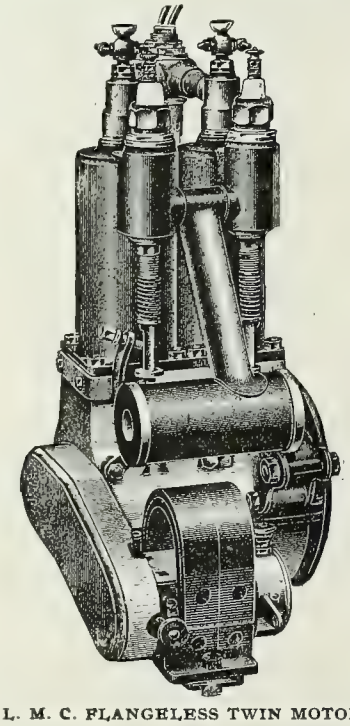
(Continued from page 395)

of the F. N. and N. S. U. models, both of which are well known and in considerable use in America, new models were displayed. In the case of the F. N., the newcomer is a single cylinder shaft driven machine, the motor with outside fly wheel being placed transversely of the frame. The machine incorporates a two-speed gear which is radical insofar as motorcycles are concerned in that it is of the sliding type, such as is in general use on automobiles. It is contained in a small box clamped immediately in front of the bracket and is connected by a short shaft to an inverted cone clutch contained in the fly wheel. A change speed gear, operated by dog clutch, is also applied to the four cylinder F. N. The box containing the gear is fitted between the bevel and spur gear transmission and is bolted around the propeller shaft casing. The big machine was staged without pedals, footrests being provided instead. Backward pressure on either of the footrests applies the brake.

The two new models shown by the N. S. U. people comprise a new light weight twin fitted with an under-geared pulley, and a de luxe four horsepower single cylinder model which mounts a ball bearing motor. Both of the new machines also incorporate the new N. S. U. spring fork.

Lightweight machines are increasing; at least eight different brands were displayed, four of them mounting twin motors of moderate dimensions. It is worthy of remark, however, that twins did not dominate the show; they were outnumbered two to one by singles, several of the older and more prominent makers confining themselves wholly to the latter, the average rating of which is 3½ horsepower.

The pedalless motor bicycle has made some slight, but not substantial, advance. Forty-eight machines were fitted only with footboards or footrests, but a number of those makers who employ pedals are sensibly providing footrests also. Belt drive practically is general, only nine machines being shown with chain gear and eight with shaft drive. The rubber V belt has gained great ground as also has the adjustable or variable engine pulley which latter has been adopted as standard by several makers. The change speed gear also has made considerable headway.

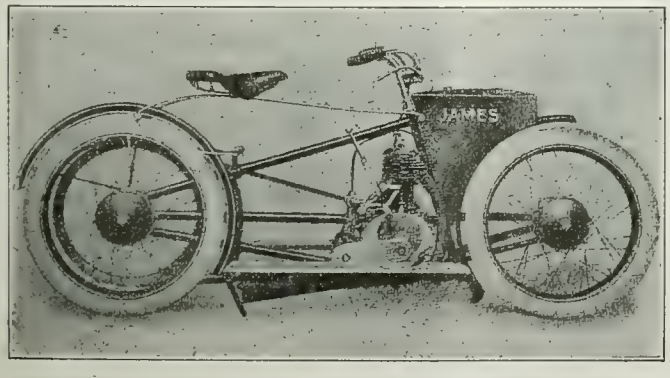


L. M. C. FLANGELESS TWIN MOTOR

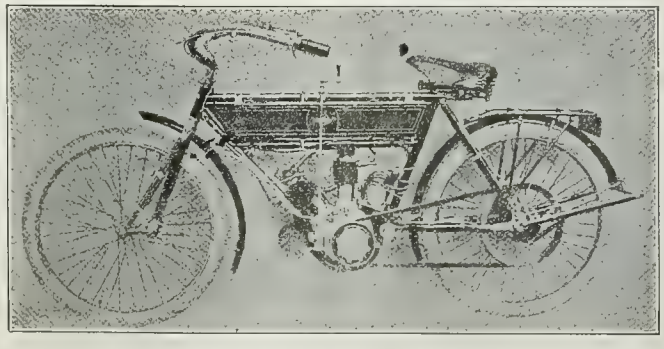
Motors have been improved, but generally speaking the improvements are of a minor nature, as for instance, the employment of ball bearing crank shafts and the use of two piston rings instead of three; in two instances, the rings are cut with a step instead of being split diagonally as is the usual practice; the step cut has much to commend it. Mechanical valves are not yet universal. Of 119 machines, 90 still retained automatic inlets. In two instances efforts have been made to provide an adjustable inlet valve, but as in all save expert hands it invites tinkering and trouble, it scarcely is to be commended. In the case of the Quadrant, flat face instead of beveled valves have been adopted.

In respect to motors, however, the most radical development and the most daring design proved to be the Lloyd or L. M. C. 2¾ twin engine, in which the cylinders are mounted side by side and which are wholly devoid of cooling ribs or flanges. The motor employs ball bearings and balanced pistons and as mounted in the L. M. C. frame, the entire machine weighs but 105 pounds.

The almost general adoption of spring forks has led to the application of both brakes to the already overworked rear wheel. Handle bars are longer and are being fitted with rubber grips, as so long has been the case in this country. Mud guards are wider and have bigger flaps and wings



JAMES "ONE-SIDED" MOTOR-BICYCLE



N. S. U. LIGHTWEIGHT TWIN

and the practice of hingeing the main part of the rear guard is becoming general. Gasolene gauges are in fairly general use and stands and tubular luggage carriers form a part of the regular equipment of practically all machines; stands and carriers both are of stronger construction than that hitherto employed.

Spark Plug for Easy Starting.

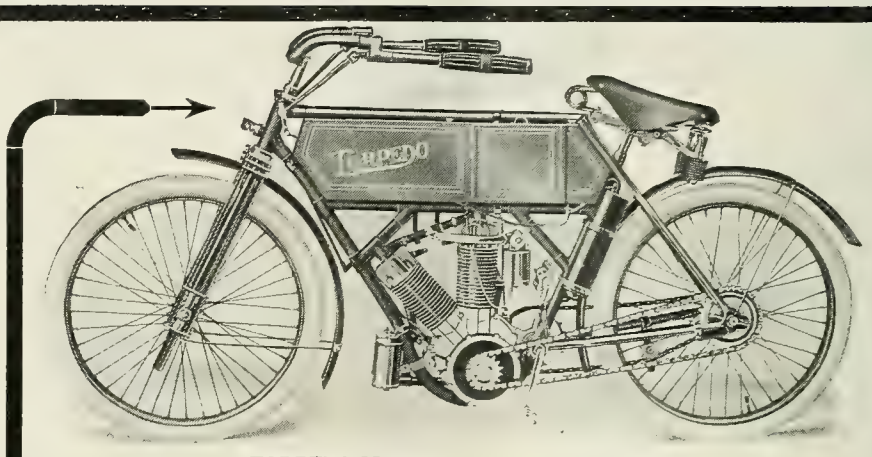
"Easy Starting" is the title of a new spark plug which the N. S. U. Motor Co., New York, just has placed on the American market and which is reputed to live up to its title. The ignition arc emits sparks from three points to a platinum wound steel wire, thus providing fire from two clean points to keep the motor running in case one point should become fouled. The metal part of the plug is specially hardened plug and in the matter of insulation either mica or lava is supplied as desired.

The plug is quite novel in appearance and unlike any of those hitherto offered for motorcycle use.

HAVE you ever stopped to consider that the TORPEDO is from one to two years ahead of other makes? If not, compare the different makes with the TORPEDO and you will see that the TORPEDO has improvements that others have never thought of. We also want to impress upon your mind that the TORPEDO has been in use for five years, and there has never been a second-hand TORPEDO on the market—something worth considering before you place your order for anything but a

TORPEDO

We will exhibit at the New York and Chicago shows.
Do not fail to write for our new catalog which is at your disposal.

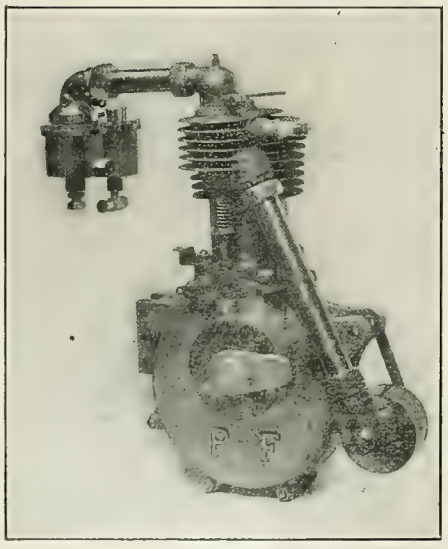


TORPEDO MODEL F. TWIN CYLINDER

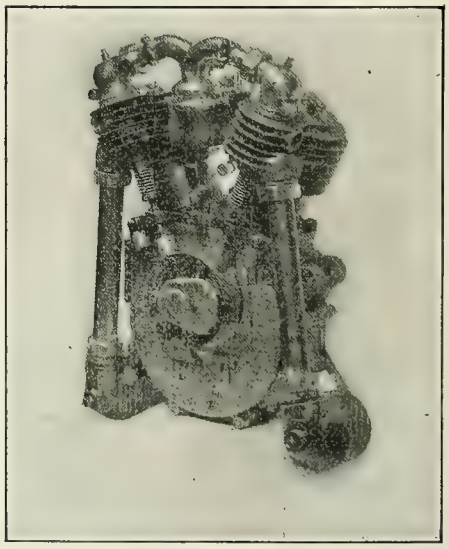
The ambition of most Motorcyclists is to possess a Twin-Cylinder. This model has been specially designed to cater for those who require a powerful machine at a popular price. This machine has been thoroughly tested in every respect and there is not a weak point in it. It has been designed as light as possible for a powerful engine; in fact, they are only a few pounds heavier than the 3 H. P. model. Will be furnished with or without Magneto.

THE LEADING FEATURES ARE: Torpedo Low Loop Frame, double Top Bar; note low saddle position. Torpedo Patent Front Spring Fork; also Rear Spring if desired. Torpedo Double Muffler, silent, no back pressure. Torpedo is the simplest constructed machine on the market and does not take a mechanic to operate it.

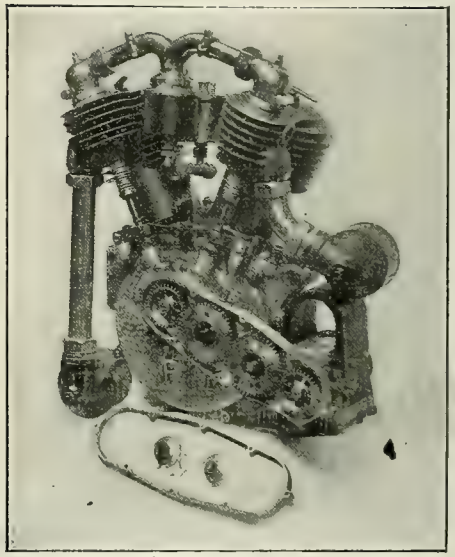
The HORNECKER MOTOR MFG. CO.
GENESEO, ILLINOIS, U. S. A.



3½ H.P. Single



5 H.P. Double



7 H.P. Double

THE PEUGEOT FAMILY **PEUGEOT FRERES, 296 Broadway, New York** Send for Catalogue

INDIVIDUAL LONG DISTANCE RACES

Chapman Plans Revival of Old Style Six Days Grind—Contests Scheduled for Kansas City and Denver.

That there is to be a return of individual long distance riding, such as was in vogue some years ago, has been decided, and the first news of the plan is given exclusively in the Bicycling World to-day. John M. Chapman, formerly manager of the Salt Palace and Saltair tracks at Salt Lake City, and at present manager of the Newark (N. J.) Velodrome, is responsible for the attempted rejuvenation of the single man contest.

It has been known for some time that a six days race will be held in Kansas City during the first week in February, but it generally was understood that the second annual race in the city of stock yards would be a team contest, such as was held last year. That this is not so is divulged by Chapman.

Chapman intends to hold an eight hours a day six days race in Kansas City during the week of February 2d to 6th, but it will not be a team contest. The riders will have to go eight hours each day alone, and the only thing that will save them from losing laps while not on the track will be an accident, in which case five laps will be allowed in which to remount. Because of the element of uncertainty throughout, a single man contest lasting six days should prove more exciting than a team race of the same duration.

Kansas City will not be the only city to witness such a race, for Chapman intends to go directly to Denver and hold the same kind of a race during the week of February 15th-21st, and from Denver will go to either Minneapolis or St. Paul, the race date for whichever city is selected being the first week in March.

Chapman has signed nearly all the cracks now riding in the East, the latest rider to signify his intention of following Chapman's six day circuit being Iver Lawson. Chapman has secured the services of Jack Prince to build his three tracks, although the latter will have nothing to do with the management of the races. Prince leaves New York City very soon for the Pacific Coast and will stop off en route at Minneapolis, Kansas City and Denver to assist in the preliminary arrangements and select sites for the tracks, each of which will measure ten laps to the mile.

Nationals Win Out on Rollers.

By winning four heats on Friday night last, 4th inst., the National Turn Verein Wheelmen, of Newark, N. J., defeated the Bay View Wheelmen, of the same city, in the series of home trainer match races that was the feature at the Lyric theatre during the week. Six heats were run and at the finish the Turners had a total of 68 points to 60 points for the Bay Views.

The first heat was between Julius Hussey, B. V. W., and Ernest Jokus, N. T. V. W., the former winning in 1:17 for the mile. Courtney Peer of the Turners defeated Joseph Passenger in the second heat, in 1:13⅗, but Michael Ferrari, of the Bay Views, scored one for his side by beating Louis Owens in the next heat. The time was 1:19. The fourth heat was contested by Ernest Jokus and Walter Schlee and the former won in 1:11⅕, the best time of the evening. The next two heats went to Courtney Peer and Jacob Magin, of the Turners, the vanquished riders being, respectively, Julius Hussey and Michael Ferrari. The times of the fifth and sixth heats were 1:14 and 1:21.

Fined for Scaring Dog to Death.

A German court has just rendered a judgment in favor of a Binderheim resident whose dog was alleged to have been frightened to death by a bicycle dealer of that place. According to the evidence the dealer rode into a yard at Binderheim when a dog rushed at him. The cyclist pulled a revolver from his pocket and fired, but the cartridge was a blank. The dog turned tail and slunk abjectly into its kennel. Three days later it died and the owner brought suit against the bicycle dealer for damages, claiming that the canine had died from fright. The court fined the dealer five marks and confiscated the revolver.

Vanden Born Defeats Friol in Paris.

Charles Vanden Born, the Belgian sprinter, who is being spoken of as a likely contender for American dollars next season, defeated Friol in two straight heats in Paris on November 29th. The meet was held at the winter track, and the Belgian's victory was a great surprise to the Parisians. In the first heat Friol was beaten by a length, but in the second the finish was closer, a wheel separating the riders at the tape. Bruni won the paced race and Rettich and Schwab finished first in the tandem race.

Topeka to Have a Motorcycle Cop.

Topeka, Kan., is to have a motorcycle squad of police. At present the "squad" is in embryo, consisting of only one man and one machine, but the chief of police hopes to have more men mounted before many years. It required some strong arguing by Mayor Green and Councilman Howard to induce the council to approve of the purchase of one machine, but the apportionment finally was made.

Frenchmen Plan Monument to Cissac.

Henri Cissac, who was killed while driving a car in the French Grand Prix race last summer, will not be forgotten, as a movement has started in France to erect a monument to his memory. Cissac was one of the most noted motorcycle racing men in France before he gave up the sport to race automobiles, and created a number of records,

SENSATIONS MARK MATCH RACE

MacLean Defeats Collins in Contest Varied by Tumbles—Ruden Beats Schultz and Morgan Captures Two Events.

There was plenty of excitement in the 20 miles motor paced match race between Elmer J. Collins, of Lynn, Mass., and American Champion Hugh MacLean, of Chelsea, Mass., at the Park Square Coliseum, Boston, Saturday night, 5th inst., and 5,000 "fans" went away satisfied that they narrowly had averted seeing a serious catastrophe.

MacLean won the race by two and one-half laps, but Collins rode one of the grittiest races seen on the Boston track in months. He was pitched headlong against the outside railing at 10 miles, and after being helped on a reserve bicycle, continued to ride although he was a bit groggy.

Then came MacLean's turn of misfortune, but it came late in the game and saved him from a beating. With five laps to finish the race MacLean's wheel collapsed and he fell. Then Schultz, his pacemaker, who had ridden from the second mile with a loose saddle, lost control of his motor for a second or two and wobbled over the track, forcing Ruden, who was pacing Collins, onto the flat. Ruden looked due for a heavy fall, but he managed to get back on the track, picked Collins up and the pair rode like mad in an endeavor to make up the lost distance before MacLean could get another bicycle. MacLean finally found a sprint wheel and rode the last five laps unpaced, beating Collins by two and one-half laps, as stated.

Collins led in the race for 10 miles before the accident came, and had made two attempts to pass MacLean. On the third attempt Collins was about to succeed when he smashed into the railing, and rolled down the banking with his bicycle on top of him. All that saved him from a fractured skull was his steel helmet.

The other events were a motor race between Ruden and and Schultz, which was won by the former; a half mile amateur handicap won by Morgan and a ten miles open, also going to Morgan. Bussey was second and Tom Connolly third in the open, and Farren finished second in the handicap.

The summaries:

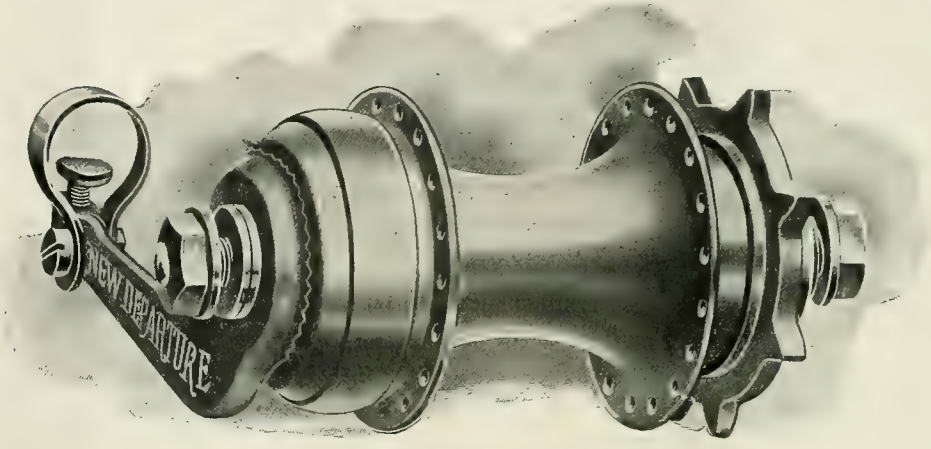
Twenty miles motor paced match between Elmer J. Collins, Lynn, and Hugh MacLean, Chelsea—Won by MacLean; second, Collins. Time, 37:27⅕.

Two miles motor race—Won by Carl Ruden; second, Bob Schultz. Time, 3:27⅖.

One half mile handicap, amateur—Won by Morgan (15); second, Farren (45); third, McKinnon (40). Time, 1:03⅕.

Ten miles open, amateur—Won by Morgan; second, Bussey; third, Tom Connolly. Time, 25:27⅕.

NEW DEPARTURE
COASTER BRAKE



The Brake With An Arm

¶ The reliable Brake.

¶ The unquestionable Brake.

¶ The Brake that never fails to operate satisfactorily.

¶ The Brake that gives the rider absolute control of his wheel anywhere and all the time.

¶ The Brake that is praised by thousands of dealers and three millions of satisfied riders.

¶ The Brake that sells quickly because of its well known excellent qualities.

¶ The Brake that builds good business because it delights the purchaser.

LIBERALLY GUARANTEED

Write for booklet illustrating fine line of new advertising matter for 1909

The New Departure Mfg. Co. BRISTOL CONN.

Coaster Brake Licensors.

MANN CALLS ON MASSACHUSETTS

F. A. M. State Commissioner Sounds Bugle Blast Against Oppressive Laws—He Urges Union and Action.

Fellow Motorcyclists of Massachusetts:

Having resided for some years in New York, one the the states of freedom for the motorcyclists, the writer returning to the old "Bay State" is particularly impressed with the exactions and unreasonable restrictions here, and the actual persecutions through overzealous members of the police and country constables.

In New York motorcycles were formerly licensed and carried numbers, but conditions were never so oppressive as here, and probably never have been in any other State. This has operated to restrain motorcycling, to drive people out of it who had already taken it up, and to keep out many who would like to ride.

Having been on the ground when the F. A. M. made its great fight in New York, and succeeded in getting motorcycles entirely excluded from the Bailey motor vehicle law of 1904, the writer recognizes the great need and the opportune moment for making a fight in this State to secure modified conditions in our laws.

The situation is right to this point: Shall we as motorcyclists sit meekly idle and allow the present conditions to continue, or shall we rise together in a body and make a fight to have them improved? It is up to us as a body, it is up to you as individuals supporting that body, to decide.

Conditions will not improve themselves; it means hard work, expenditure of money legitimately, and above all, a pulling together and every man doing his utmost in his own sphere. If every man lies down and leaves it to some one else to do, there will be nothing done; if every one of you do your part, there can be a great deal accomplished.

Shall we continue to be required to pay $2. for a license to operate a bicycle? Shall we be compelled to disfigure a new and highly prized machine with glaring figures four inches high painted on the mudguard, that brand us as suspicious characters for whom the police must watch, a disfigurement that is highly objectionable when desiring to sell the machine?

Shall the new purchaser be compelled to re-register that same machine for the balance of the calendar year, though it be but one month?

To-day riders are subjected to arrest and heavy fines for violating the letter rather than the spirit of the law. The slightest pretext is pounced upon to fleece them of anywhere from $10 to $50. The writer can personally instance the following out of many of his knowledge:

1. A rider having an operator's license, machine properly registered and numbers correctly painted, but not having the license and the registration certificate with him, was arrested, summoned to court, convicted and fined $10 on each of the two counts; a penalty equal to that imposed for wilful evasion of the entire law requirement. In a certain Roxbury district the fines are usually $25 on each count.

2. A rider having his number painted on a strip of leather and fastened to the mudguard, instead of being painted directly thereon, and otherwise fully conforming to the law, was convicted and fined as though not registered. These are not isolated cases, but typical illustrations.

An officer on Columbus avenue, Boston, stops every motorcyclist that passes and demands his papers, no matter how often the same man may pass, hoping some time to catch him napping. Are we in Russia with our necessary passports or in free America? In Hingham a rider at 10 miles an hour is almost certain of arrest, while Dedham and Norwood are little better.

Do you ask the remedy? Through the efforts of the Federation of American Motorcyclists, New York, Delaware, Maryland, Virginia, Illinois and California have excluded motorcyclists from registration, and radical improvements have been made in several other States. We must get results in this State.

There are 1,900 registered motorcyclists at present. Comparatively few of the riders are members of the F. A. M. If we expect help from the organization, we must support if unanimously and supply means.

Every motorcyclist should belong to this national organization working for benefit of all riders.

We of the older riders well remember in the palmy days of bicycling, what a powerful factor politically, socially and in business was the L. A. W., with its 103,000 members. An organization that could dictate rather than supplicate its needs. It was the L. A. W. that first started the good roads movement, legislation for their building, the publishing of route books, establishment of a system of hotels giving special rates to its members, and government of the sport of the bicycle. Precisely along these same lines is the work of the F. A. M., but we have not yet the numerical strength to take us beyond the stage of supplication in our legislative needs.

Should we as motorcyclists be less loyal to our national organization than were our progenitors, the bicyclists? The membership fees, $2 for the first year and $1 per year thereafter, are the only revenue, and these are the sinews of war and instruments of progress. Will you, each and every one, contribute your small share?

Some two weeks since, the writer with our needs in mind, attended one session of the public conference in this city of the governors and governors-elect of the six New England States to consider matters of interest and benefit to all of the group of States. This particular session dealt with State highways, road building and uniform motor vehicle laws for all the States.

Serious defects in the present laws were freely acknowledged. Vigorous efforts will be made by the national and State automobile organizations to have entirely new and more equitable motor vehicle laws drafted and enacted at the next session of the Massachusetts legislature which convenes the first of the year. That is the time when the motorcyclists must make their fight to get all they can. The opportunity neglected is not likely soon to return. This fight means much expense for printed matter, stationary, postage and the counsel to represent our interests in the legislature.

The writer attended the meeting of the Eastern District of the F. A. M. in New York, December 5th, for the express purpose of presenting the needs in our State, and was honored with the appointment as State commissioner for the organization. My first act is to make this appeal that every one of you not already a member, shall send to me at once at the address below, the sum of $2 for first year's dues to the F. A. M. If you are already a member, get busy with your fellows who are not, and send in their applications.

The organization gives you many benefits that are fully worth the small cost besides the money and vexations that will be saved you if we can get the hoped for legislation.

As Massachusetts was the banner State of the L. A. W., we want to make it occupy the same position in the F. A. M.

W. F. MANN,
F. A. M. State Commissioner.
Boston, Mass.

Going to do some Motorcycle Touring?
We are making a new tire for this purpose called
"The Tourist"
It has an extra heavy tread which gives it proportionately longer service.
Owners of tandem, package, or side-car attachments can also use this tire to advantage.
It costs a trifle more than the regular treads, but you get MORE than the extra cost in extra wear.
Morgan & Wright
Detroit

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

SCHEIDER BEATS BUFFALO'S BEST

He Shuts Schudt Out of Pursuit Race and Wins the Final—Schudt Captures Two Miles Handicap.

Joseph Scheider, a member of the Genesee Young Men's Christian Association, whose star lately has loomed large on the Buffalo horizon, proved on Friday night last, 4th inst., that there is not a rider in Buffalo that can take his measure at unpaced pursuit riding. Scheider won the two miles pursuit that formed the feature of the games in the 65th Regiment armory, that city, after a series of trial and semi-final heats.

This race easily was the feature of the meet and eight of the city's best riders were pitted against each other in half that many heats. In the first heat Scheider caught Fred Schudt after 12½ laps of hard riding and Hoover disposed of Delling in the second heat. The next two heats went to J. M. Tanner and Al Mercer, the eliminated riders being, respectively, Adam Fisher and Ed Arenz. In the first semi-final heat Scheider rather unexpectedly overhauled Tanner after nearly five minutes of riding and Mercer shut out Hoover in the second heat. This process of elimination brought Scheider and Mercer together for the final heat and the first named triumphed after nearly two miles in the fast time of 3:38.

Both the mile novice and the two miles handicap were interesting, and Robert Schwigler won the final heat of the novice after an interesting brush with John Kirby and H. E. Simon. Fred Schudt won the final heat of the handicap from scratch, beating Ed Delling and Al Mercer by a timely sprint. J. M. Tanner fell in the last stretch when he was almost sure of third place. The time was 4:46⅖. The summaries:

One mile novice—First heat won by Robert Schwigler; second, O. Miller; third, Joseph Zoller. Time, 2:33⅕. Second heat won by H. E. Simon; second, M. Hoctor; third, John Kirby. Time, 2:31⅕. Final heat won by Robert Schwigler; second, John Kirby; third, H. E. Simon. Time, 2:36.

Two miles handicap—First heat won by J. M. Tanner; second, Joseph Scheider; third, Ed Felber. Time, 4:48⅕. Second heat won by Ed. Delling; second, Fred Schudt; third, J. Kirby. Time, 4:51⅕. Third heat won by Tony Burke; second, Joseph Zoller; third, A. W. Mercer. Time, 4:43⅘. Final won by Fred Schudt (scratch); second, Ed Delling (20); third, A. W. Mercer. Time, 4:46⅖.

Two miles pursuit, winners to ride final heat—First heat, Fred Schudt against Josepr Scheider, won by Scheider. Time 3:50⅗. Second heat, Ed Delling against R. J. Hoover, won by Hoover. Time, 5:02⅕. Third heat, John Tanner against Adam Fischer, won by Tanner. Time, 4:53⅖. Fourth heat, A. W. Mercer against Ed Arenz. Time, 4:07. Semi-final, Scheider against Tanner, won by Schieder. Time, 4:50. Semi-final, Hoover against Mercer, won by Mercer. Time, 5:52. Final, Mercer against Schieder, won by Schieder. Time, 3:38.

Novel Contest on the Rollers.

The New Century Wheelmen of San Francisco, Cal., started a novel event last week when the first half of a home trainer handicap race was contested. Each rider entered in the race has to ride two miles on the hard side of the rollers and two miles on the easy side of the machine, and the winner will be the one who makes the best aggregate net time for the total four miles.

The second half of the contest has not yet been held, but will probably take place this week. A gold medal will be given to the winner, but the prime object of the test is to get the riders in shape for a proposed inter-club home trainer competition and to get a line on the riding abilities of the members of the club. The times made in the first half of the novel contest, with half the handicap deducted, are shown in the following table:

"Easy Side."

Rider.	Hdcp. Sec.	Actual Time.	Net Time.
Bellezer	15	2:42	2:34½
A. Werner	35	3:08	2:50½
Whitehead	35	3:21	3:30½
Buttleman	20	3:19	3:00
Spoonser	20	3:23	3:13
Bowen	30	2:54	2:30
Sangalli	20	2:59	2:49

"Hard Side."

Petry	20	3:04	2:54
Holmes	30	3:29	3:14
Diver	10	3:05	3:00
Donovan	15	3:30	3:22½
T. Werner	20	3:08	2:58
Taggart	15	2:57	2:49½
Laye	scratch	2:53	2:53

Earnings of Riders on German Tracks.

Forty-seven German tracks this season expended $257,500 in prize money, according to a German exchange. The Steglitz track at Berlin put up the most money—$35,200—with Cologne second. Of the total number of 1,494 races held, over 38 per cent, were motor paced. Although he rode in poor form, Robl was always engaged, and his earnings for the summer season are placed at $14,250, while Stellbrink, who scores 30 firsts, earned $14,150. Theile was third with $9,750. Of the foreign riders who competed in Germany, Guignard, of France, made the most money, his earnings amounting to $12,350. Arthur Vanderstuyft, of Belgium, who is at present in America, made more than $8,000 in Germany alone. The largest sum any sprinter made in Germany was $1,000, and Oscar Peter heads the list with this amount.

HOW PUNCTURES MAY BE AVOIDED

Cyclists Themselves to Blame for Many of Their Troubles, Says One of Them—Some Fruitful Causes.

We cannot but think that cyclists who suffer constantly from puncture are generally themselves to blame, says the Irish Cyclist. We know several who have trouble with exasperating regularity, and are inclined to put it down to bad luck. For our own part we have been traversing the road between Dublin and Bray regularly for over five years, and only once have we been delayed by tire trouble, caused by a nail.

As regards punctures pure and simple, the most fruitful cause is, undoubtedly, riding with the tires—but more particularly the back one—too soft. If under the circumstance a sharp stone is ridden over it nips both cover and air tube against the rim, whereas if the cushion of air was sufficient to keep them apart the edge of the stone would not penetrate. This class of puncture not only pierces the air tube, but makes a gash in the rubber of the cover, and so allows damp and wet to penetrate to the fabric and rot it.

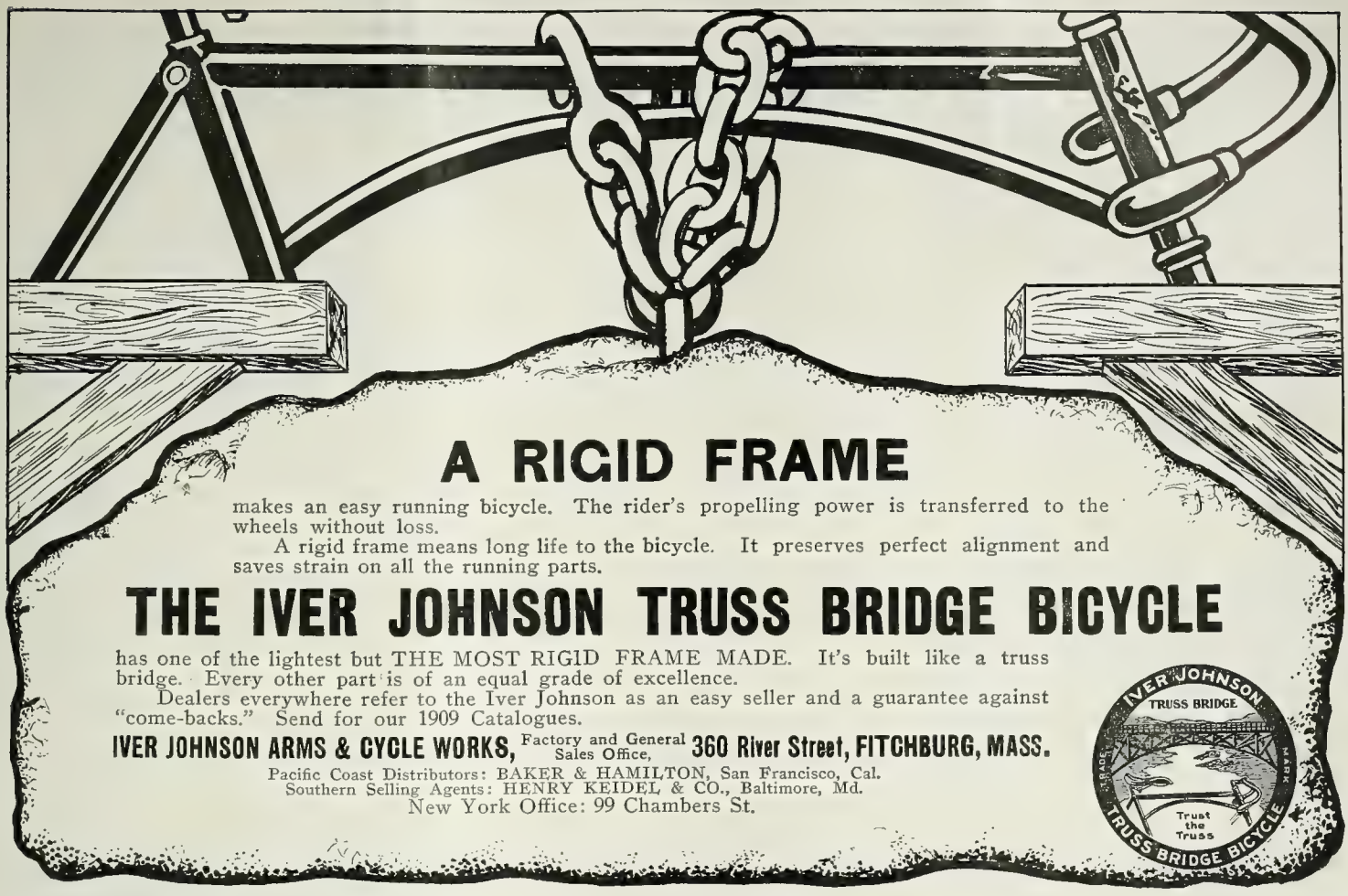
Where a road is comparatively free from stones and while there is sufficient daylight to enable one to locate them, the comfort lover may, with reasonable safety, ride with comparatively soft tires, but if loose stones are scattered so close as to make avoidance almost impossible, or if it be even so dark that occasional loose stones cannot be located, the rider should at once dismount and increase the pressure in his rear tire.

A large proportion of the trouble met with by careless cyclists is, however, due to the neglect of cuts in the outer cover, whether minute or otherwise. The moisture penetrating through these apertures inevitably causes the fabric to rot and a burst results at the most inopportune time. The only safeguard is to carefully repair all cuts and gashes.

Syracuse Motorcyclists Organize a Club.

Syracuse N. Y., which for nearly a year has been threatening to organize a motorcycle club, carried out the "threat" on Monday evening last when the Syracuse Motorcycle Club formally was brought into being with a roll of nearly 40 members. The officers chosen are as follows: President, F. Walrath; vice-president, Hamilton White; secretary-treasurer, J. Gillespie; captain, W. Shane. It is probable that the organization will become an F. A. M. affiliated club.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.



A RIGID FRAME

makes an easy running bicycle. The rider's propelling power is transferred to the wheels without loss.

A rigid frame means long life to the bicycle. It preserves perfect alignment and saves strain on all the running parts.

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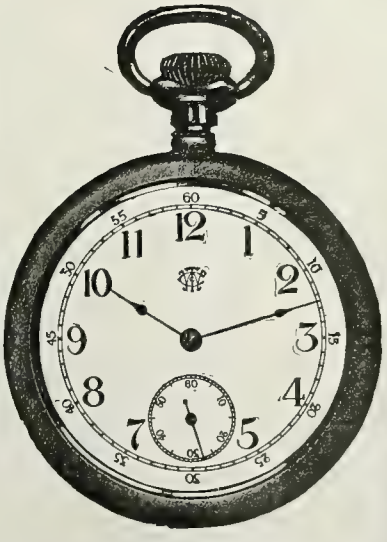
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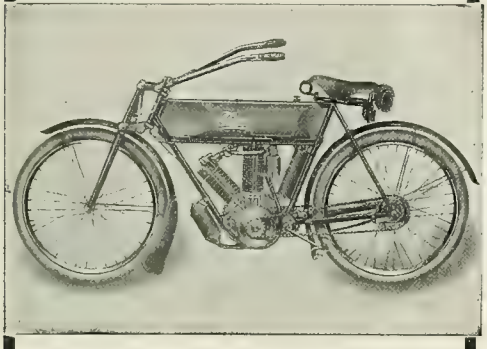
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The Week's Patents.

898,481. Motorcycle. Walter C. Johnson, Colemans Hatch, England. Filed July 16, 1907. Serial No. 384,078.

A motorcycle having a single wheel in front and a pair of wheels in rear of smaller diameter, a drop frame extending from the front wheels to the rear wheels, a steering fork connected with the front wheel, a foot platform carried by the drop frame between the rear wheels and on which the operator stands, and a motor carried by the drop frame in front of the foot platform with connections to the rear wheels to drive the same, substantially as described.

899,746. Driving Gear for Motorcycles. Axel Levedahl, Aurora, Ill., assignor to Aurora Automatic Machinery Company, Aurora, Ill., a Corporation of Illinois. Filed Jan. 17, 1908. Serial No. 411,252.

1. A driving gear mechanism for motorcycles comprising, in combination with the motor, its crank shaft and its casing wall provided with a bearing for the crank shaft, a gear pinion on the crank shaft exterior to the crank shaft bearing, a bearing stud extending outwardly from said casing wall, a gear wheel meshing with said gear pinion having central bearing engagement with said bearing stud and peripheral engagement with said casing wall, and a driving gear affixed centrally to the outer face of said gear wheel.

800,764. Safety Filler Can. William H. McNutt, New York, N. Y., assignor to William E. Roche, New York, N. Y. Filed Dec. 10, 1906. Serial No. 347,224.

1. In a filler can, the combination of a can, an outlet for the can, a valve controling the outlet, a valve seat member providing an air vent at the upper portion of the can, a plug valve rotatable in the valve seat, an arm secured to the plug valve, a spring organized to close the plug valve, and a link connecting the spout valve with said arm whereby the closing of the plug valve by its spring will close the outlet valve and lock it in such position.

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MORSE TWIN ROLLER CHAIN



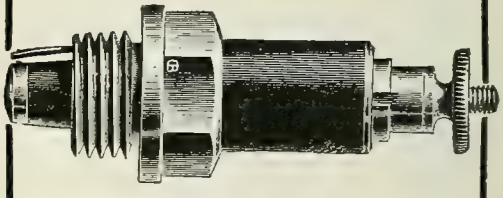
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These tires have become famous because they are not only very resilient and easy riding—but **durable** as well. Most bicycle tires are not both easy and long lived. If they are resilient enough to ride comfortably they soon wear out, and if they are strong enough to last they are so hard as to be practically solid tires.

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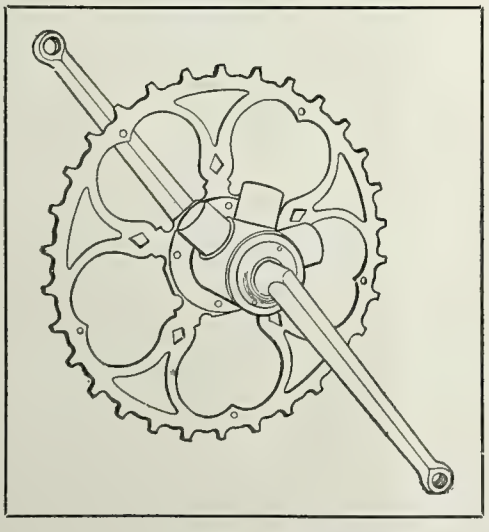
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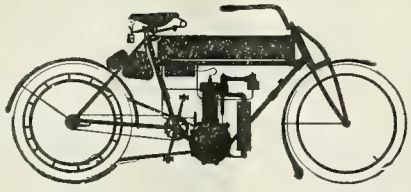
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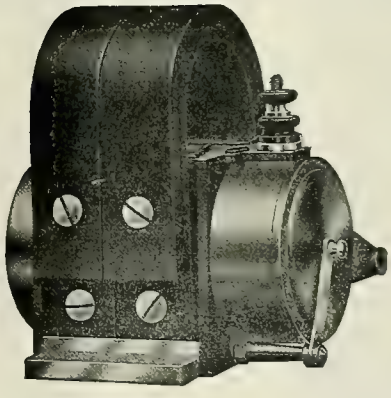
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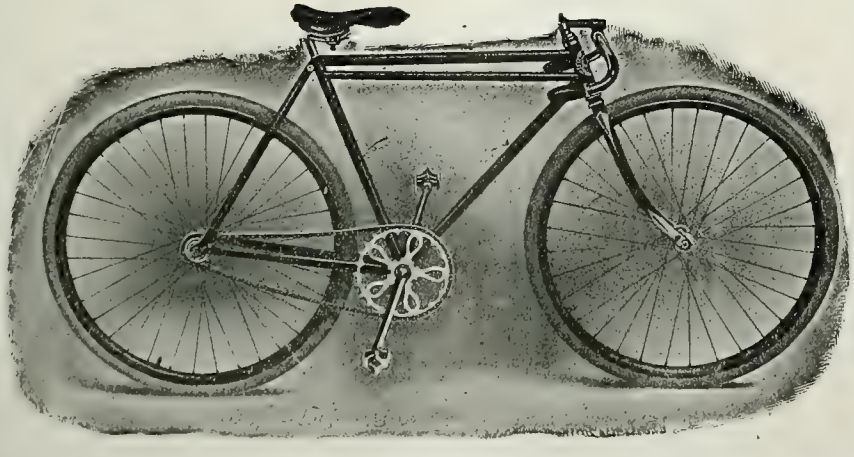
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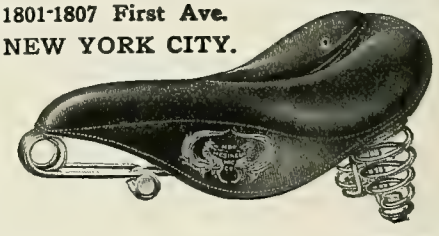
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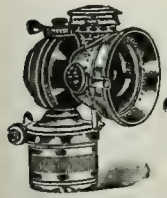
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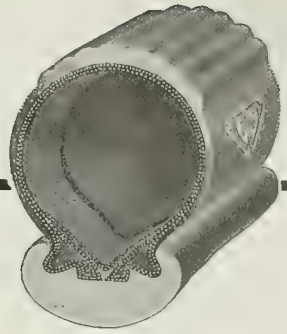
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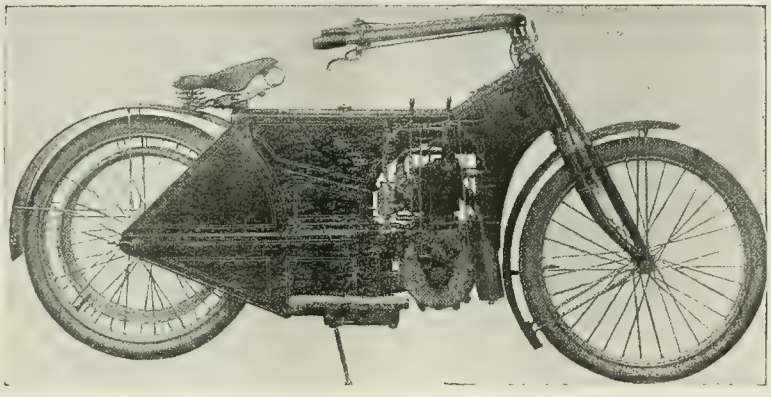
The Billings & Spencer Co.
Hartford, Conn.

Empire Tires

WEAR LONGEST

EMPIRE AUTOMOBILE TIRE COMPANY, - TRENTON, N. J.

BRANCHES—New York, 73d St. and Broadway; 148 Chambers St.; Chicago, 20 La Salle St.; 1301 Michigan Ave.; Detroit, 832 Woodward Ave.; Boston, 292 Devonshire St.; Buffalo, 724 Main St.; Newark, N. J., 264 Halsey St. AGENCIES—Atlantic City, Penn Auto Supply Co.; Philadelphia, Penn Auto Supply Co.; Jacksonville, Fla., Savell Rubber Co.; Denver, Col., Denver Auto Goods Co.; Seattle, Wash., Fobes Auto Supply Co.; Atlanta Ga., Dunham Rubber Co., Providence, R. I., Waite Auto Supply Co.; Cleveland, O., The Motor Supply Agency, 1246 Euclid Ave.; Pittsburg, Pa., Consumers Auto Supply Co., 7th Ave. & Smithfield St.; Kansas City, Mo., Empire Tire & Rubber Co.



Midget Bi-Car

The Most Comfortable Motorcycle Ever Produced —Built Like a Car

Send for Catalogue and Agents' Proposition.

WALTON MOTOR CO., Inc., Lynbrook, L. I., N.Y.

Sole Licensees and Manufacturers.

SCHRADER UNIVERSAL VALVE

(Trade Mark, registered April 30, 1895.)



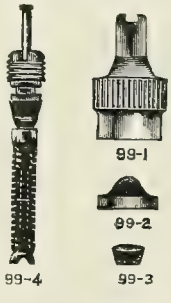
NOTICE Manufacturers of Bicycles, Jobbers and Dealers:

In order to facilitate the obtaining of

PARTS of the Schrader Universal Valve

we have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON, Inc. Price List sent on application.



SIMPLE AND ABSOLUTELY AIRTIGHT.

Manufactured by

A. SCHRADER'S SON, Inc.

Established 1844.

28-32 Rose Street
NEW YORK, U. S. A.



"I have found something of interest on every page."
—CHAS. E. MINNEMEYER, Allegheny, Pa.

Care and Repair of Motorcycles

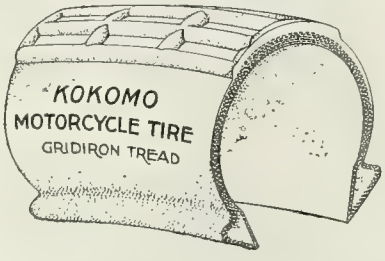
SIXTY-FOUR PAGES BRISTLING WITH USEFUL ADVICE AND SUGGESTIONS

Price, 25 Cents

Bicycling World Co.
154 Nassau St., N. Y.

"Should be in the hands of every rider and repairman."
—B. P. McCORMACK, Monroe, Ga.

WE ARE MAKING A MOTORCYCLE TIRE, TOO



It is of the same quality that so long has made Kokomo Bicycle Tires so famous and so dependable.

The KOKOMO MOTORCYCLE TIRE

is of the moulded type and is distinguished by a gridiron tread that prevents skidding.

QUOTATIONS ON REQUEST

KOKOMO RUBBER CO., Kokomo, Ind.

Excelsior Dealers

ARE PROSPEROUS DEALERS

Satisfied owners have made them so. The unfailing QUALITY, RELIABILITY and SERVICE of the Excelsior Auto-Cycle has been positively proven in every big event of the past season as well as in practical daily service.

Our 1909 line and our 1909 Agency proposition will be the best ever offered. Live dealers cannot afford to miss it, but Excelsior Auto-Cycles will be sold by established dealers only, no curbstone brokers or pocket agencies, and at a fixed and invariable price

WRITE TODAY FOR OPEN TERRITORY

EXCELSIOR SUPPLY COMPANY

Established 1876. **233-237 Randolph St., Chicago, Ill.**

Excelsior Auto-Cycles

Pope Bicycles Win

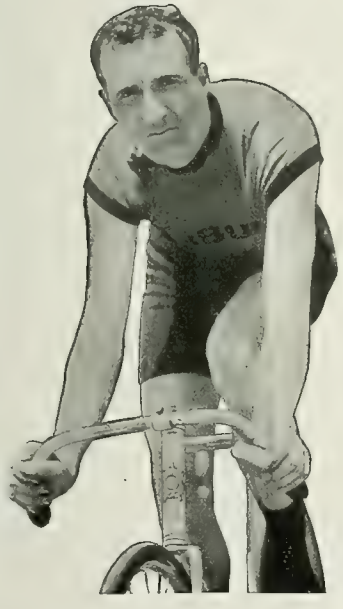
In the **Greatest Six-Day International Bicycle Race** Ever Held

McFARLAND on a TRIBUNE

MORAN on a COLUMBIA

Break All Existing Records and Uphold the Prestige of American Riders and American Bicycles

AT MADISON SQUARE GARDEN **2,737 Miles 1 Lap** DECEMBER 7th to 12th, 1908.



F. A. McFARLAND

Sixteen men, comprising eight teams, were in at the finish. Out of the sixteen, **8** were mounted on COLUMBIA and TRIBUNE Bicycles. Of the remaining eight, 5 were foreign riders mounted on bicycles which they brought with them.

McFarland and Moran, winning team, rode TRIBUNE and COLUMBIA.

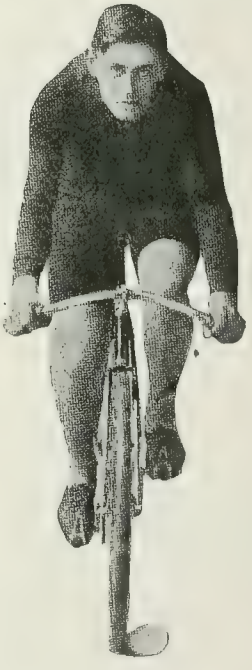
De Mara, third man in, rode a TRIBUNE.

Walthour and Root, fourth team in, rode COLUMBIA and TRIBUNE.

Mitten, on fifth team, rode a TRIBUNE.

Wiley, on sixth team, rode a COLUMBIA.

Anderson, on seventh team, rode a TRIBUNE.



JAMES F. MORAN

The Best Men on the Best Bicycles Form a Winning Combination

ANOTHER IMPORTANT VICTORY

McLEAN ON **COLUMBIA** BEATS ENGLISH CHAMPION WILLS IN 20-MILE MOTOR PACED RACE AT BOSTON, DECEMBER 12, MAKING NEW TRACK RECORD.

POPE MANUFACTURING CO., Hartford, Conn.

FIRST AND ONLY COMPLETE EXHIBIT

of

1909

Motorcycles and Accessories

at the

Ninth National Automobile Show

at

MADISON SQUARE GARDEN

January 16th to 23rd, 1909

Under the Auspices of

Association of Licensed Automobile Manufacturers

THE MOTORCYCLE MANUFACTURERS ASSOCIATION

will exhibit in no other show in New York this season.

The following firms will exhibit:

MOTORCYCLES

AMERICAN MOTOR CO.
AUTO-BI CO.
AURORA AUTOMATIC MACHINERY CO.
CONSOLIDATED MFG. CO.
CROUCH MOTOR CO.
G. H. CURTISS MFG. CO.
EXCELSIOR SUPPLY CO.
HARLEY-DAVIDSON MOTOR CO.
HENDEE MFG. CO.
MERKEL-LIGHT MOTOR CO.
NEW ERA GAS ENGINE CO.
N. S. U. MOTOR CO.
OVINGTON MOTOR CO.
PIERCE CYCLE CO.
READING STANDARD CO.
RELIANCE MOTORCYCLE CO.
THIEM MFG. CO.
WALTON MOTOR CO., INC.

ACCESSORIES

F. A. BAKER & CO.
ECLIPSE MACHINE CO.
H. & F. MESINGER MFG. CO.
MOTOR CAR EQUIPMENT CO.
NEW DEPARTURE MFG. CO.
PERSONS MFG. CO.

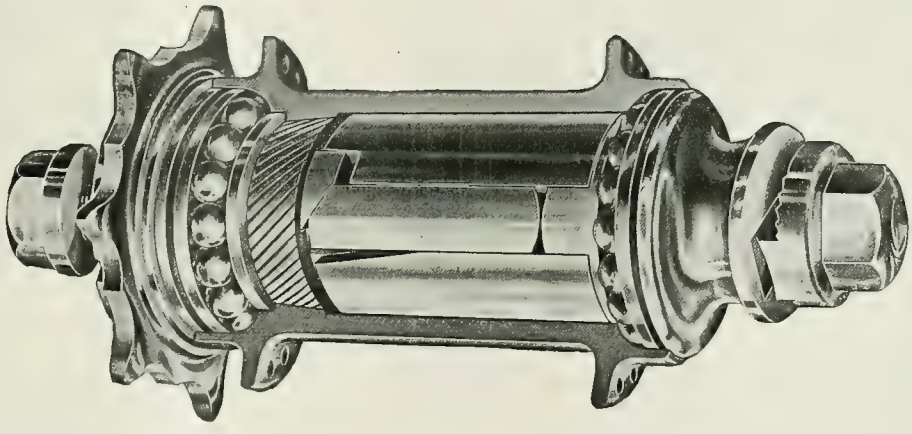
Admission, 50 Cents — Tuesday and Thursday, $1.00

There never was a coaster brake more

Worthy of Its Title

than the

ECLIPSE



The manner in which it has established a

New Standard for Coaster Brakes

has cast all others into the shadow and commanded the admiration and favor of the cycling world. Utterances of "the others" substantiates the first statement; our order book proves the second one.

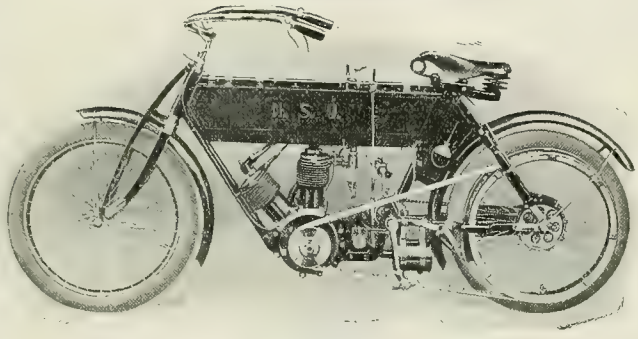
Is your name on our mailing list?

ECLIPSE MACHINE CO., ELMIRA, N. Y.

Licensed Coaster Brake Manufacturers.

Too Cold For Motorcycling?

NOT AT ALL



6 H. P. TWIN TOURING MODEL

THE NSU

does not stop for cold or snow. Our system by which the carbureter is directly heated by the heat of the exhaust being lead to the hot air jacket is not duplicated by any other motorcycle in the United States—then attach to your motorcycle the famous

N. S. U. Non-Skid Bands

and there'll be only one season a year—365 days long.

These are only some of the features which make the N. S. U. ahead of them all.

AGENTS:—Write for information and territory to Department "B."—**NOW**

N. S. U. MOTOR COMPANY
206 West 76th Street, New York City



WRITE FOR ENTRY BLANK!

Jones Motorcycle Contest

Handsome Sterling Silver Loving Cup, twenty inches high, mounted on ebony base to be awarded to the winner.

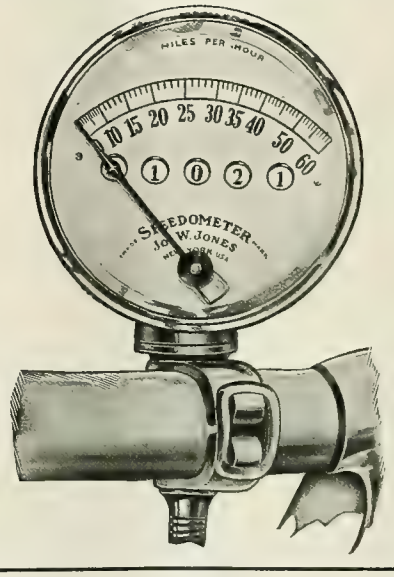
JONES SPEEDOMETER

The rapidly increasing popularity of the high speed motorcycle has created a strong demand for speed indicators.

Especially for this use we make three models, two of which indicate the speed to 50 and 60 miles per hour. The third model (illustrated herewith) indicates the speed to 60 miles per hour and also records in Miles and Tenths the total mileage travelled.

In ordering state clearly the make and model of machine and diameter of front wheel.

THE JONES SPEEDOMETER
76th Street and Broadway, New York



GUARANTEED

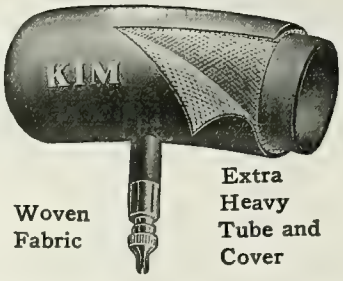


Very Resilient

Very Light

The Tire for Speed

GUARANTEED

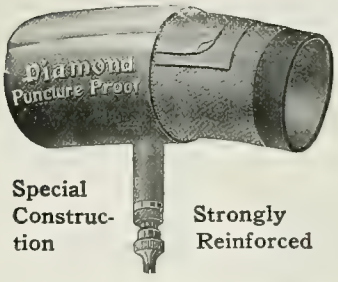


Woven Fabric

Extra Heavy Tube and Cover

The Tire for High Class Service

GUARANTEED



Special Construction

Strongly Reinforced

The Tire for Severe Roads

THREE SAMPLES FROM THE

Diamond

LINE

BICYCLE TIRES FOR 1909

BETTER THAN EVER

Prices Just As Attractive

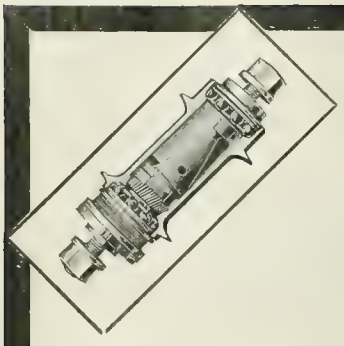
Our aim in Bicycle Tires as in other lines is quality. That we have aimed true, the records of 1908 well prove. That we will maintain—yes, surpass—our previous high standard the coming year will show.

Buy right for 1909. Be sure that your customers are satisfied. They'll come back. Write for prices and catalog showing complete line.

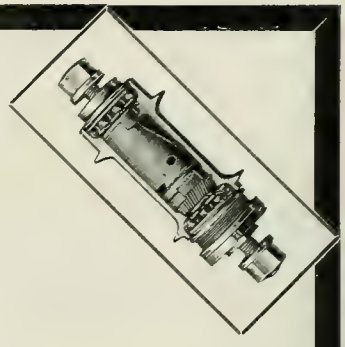
THE DIAMOND RUBBER CO., Akron, Ohio

DISTRIBUTING POINTS:

NEW YORK.....1876 Broadway	BUFFALO.....715 Main St.
DETROIT.....265 Jefferson Ave.	MINNEAPOLIS.....117 S. Sixth St.
BOSTON.....174 Columbus Ave.	SAN FRANCISCO.....Mission & Second Sts.
CHICAGO.....1523-31 Michigan Ave	LOS ANGELES.....1207 S. Main St.
ST. LOUIS.....3963-5 Olive St.	PITTSBURG.....6122 Centre St., East End
CLEVELAND.....1514 Euclid Ave.	KANSAS CITY.....1408 W. Eleventh St.
PHILADELPHIA.....304-6 N. Broad St.	DENVER.....1735 Arapahoe St.



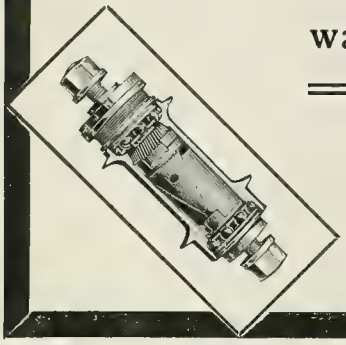
THE ARMLESS BRAKE WITHOUT THE LOCK WASHER



The Musselman Coaster and Brake

Let us tell you why we do not use a lock washer in the Musselman Brake construction.

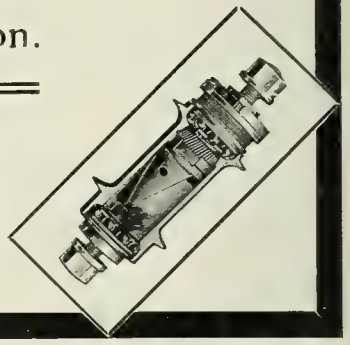
THERE'S A GOOD REASON



The Miami Cycle & Mfg. Co.

MIDDLETOWN, OHIO

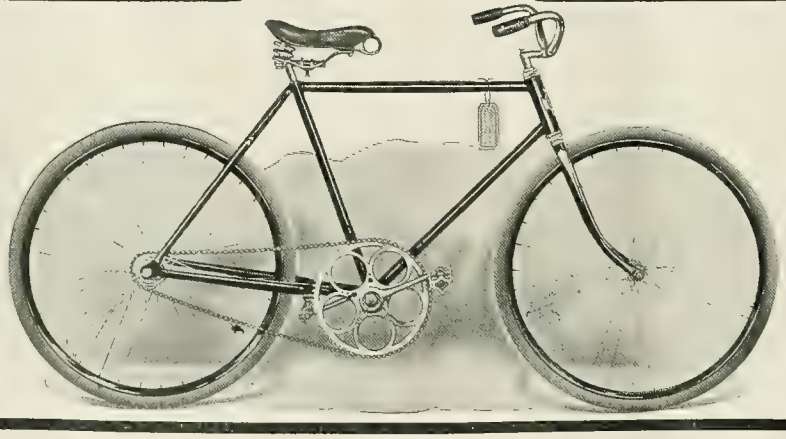
Licensed Coaster Brake Manufacturers



THE RACYCLE "SILENT RIDEABOUT"

MODEL 142

"Runs Like A Belt"



"Runs Like A Belt"

One of the new features of our 1909 line—70 tooth ½" pitch Front Sprocket

Diamond Roller Chain, Turned Head Fittings, Turned Hubs, Musselman Coaster Brake. Write for catalog and agents' prices.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

F. M. JONES, Pacific Coast Representative, Sacramento, Cal.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVIII | New York, U. S. A. Saturday, December 19, 1908 | No. 13

CASE OF TOO MANY STRAUSSES

Similarity of Names Causes Annoyance to Buffalo Firm, Just Incorporated and Moved to Enlarged Quarters.

Joseph Strauss & Son, the Buffalo jobbers, who recently incorporated under that title, have leased a new five story building at 215-217 Genesee street, of which they will take possession next week. The building was designed and constructed especially for the Strausses and will afford more than 16,000 square feet of floor space and all modern conveniences. The fact that several notices of their incorporation named M. Strauss as one of their corporators has given Strauss & Son an unhappy feeling. In Buffalo there is a person of that name doing a cut price retail business with whom they several times have been confounded to their great annoyance, and they fear that the impression may get abroad that he has been "absorbed," or is in some way connected with the new $100,000 corporation, which is not the case. They have had and will have nothing to do with him and will continue to conduct a wholesale business only. The particular Strauss who is a member and director of Strauss & Son is M. C. Strauss, "a horse of another color" and kind. The other directors are Joseph and T. Strauss, the actual management of the business being in the hands of George C. Strauss.

Sterling Buys National Cement Assets.

The Sterling Cycle Sundry Mfg. Co., Toledo, Ohio, of which Emil Haberstock is general manager, have purchased all of the cement machinery and trademarks and trade names of the bankrupt National Cement & Rubber Co., of that city, and are going into the manufacture of tire cements on an extensive scale. The trade marks and names acquired include the once famous Red Cross and High Pressure, and also those which applied to the Pioneer and Anchor brands. Mr. Haberstock previously was the superintendent of the National company from its beginning, which means that he "knows his book."

Keene Club Promotes Motorcycle Show.

The Consolidated Motorcyclists, the new organization comprising the riders of Keene, N. H., and its neighboring towns, will hold a motorcycle and automobile show in Keene on March 2 and 3 next. C. C. Wilber, secretary of the club, who is of the progressive, energetic sort, likely to figure in the larger affairs of motorcycling, reports that sufficient assurances have been received to forecast the success of the show.

Hardy Transfers Factory to Brooklyn.

The R. E. Hardy Co., manufacturers of the Starite spark plugs and other accessories, have removed their factory and main office to 201 Thirty-seventh street, Brooklyn, New York City, where they will have three times as much room as heretofore. They will, however, continue to maintain an office on the Manhattan side of the big bridge at 25 West Forty-second street.

Big Building for Wilkes-Barre Dealer.

Joseph S. Rice, the Wilkes-Barre (Pa.) bicycle dealer and electrician, evidently has prospered since he forsook six days racing. He has purchased a $15,000 plot on South Main street in that city on which he is erecting a modern fire proof three story building, 22 by 100 feet, which will cost about $30,000. Rice will use the two lower floors for his own business.

Mail Order Men Take up Motorcycles.

The mail order houses are preparing to "break into" the motorcycle business. One of the largest of the western concerns already has contracted for a considerable number of machines which will bear their nameplate. Whether or not they will be sold on the "ten days free trial" plan has not yet become known.

NEW POPE COMPANY INCORPORATES

Becomes a Connecticut Corporation and elects Directors—Creditors of Old Company to Get Interest.

With the termination of the receivership authorized by the courts and now in plain sight, the Pope interests have made the next most important stride toward re-assuming ownership and direction of their property. This step was taken on Saturday last when under the laws of Connecticut, a new Pope Mfg. Co., capitalized at $6,500,000 was incorporated. The old company was a New Jersey corporation with $22,500,000 capital.

The capital in shares of $100 each will consist of $2,500,000 preferred stock, $4,000,000 common, in accordance with the reorganization plan previously made public. The incorporators include Albert L. Pope, George Pope, Charles E. Walker and Wilbur C. Walker. At the meeting which was held in Hartford, Conn., on Saturday, there was present with the four incorporators, Attorney Lewis H. Freedman, of New York, representing beside himself, Harry Bonner, August Hockscher, Frederick H. Ecker, Albert Stickney, Henry V. Poor, Arthur W. Pope and Milton Ferguson.

At this meeting directors for the new company were chosen as follows:

For one year, Harry Bonner, Frederick H. Ecker and August Heckscher; for two years, Lewis H. Freedman, Albert Stickney, and A. W. Pope; for three years, Henry V. Poor, A. L. Pope and Milton Ferguson. It is generally understood that when the directors meet to choose officers, Albert L. Pope will be elected president.

It is stated also that in addition to the payment of the fourth and final dividend of 25 per cent. the receivers of the old company will retire in a blaze of glory by paying all creditors 6 per cent. interest on the amounts of their claims.

LITTLE NOVELTY AT PARIS SHOW

Bicycles Staged Reveal French Inclination Toward British Ideas—Motorcycles Shown Mostly in Lightweights.

Although, as was the case with most of the American automobile shows, the Paris show, otherwise the "Salon d'Automobile, du Cycles et des Sports,' was but the evolution of the Paris bicycle show the practice of tucking the bicycle exhibits into ante-rooms and other out of the way nooks and crannies had assumed such proportions that this year the cycle trade association rebelled. They let it be known that unless they were accorded better treatment and better positions they would hold a show of their own, and as the cycling exhibitors stage upward of 1.000 machines, their protest did not prove vain, particularly as the interest of the automobile trade in the Salon has grown so lukewarm that already it practically has been decided that there will be no show next year or until 1910. As a result bicycles were accorded prominent positions on the principal gallery of the Salon which just has closed.

Of the bicycles displayed, 11 were British brands and two German, but for the first time no American nameplates were in evidence, but it is stated that several American and British machines were there disguised by French titles. The French manufacturers appear to be inclining considerably toward British ideas and away from the American model which they so long have copied. Even the wood rim which had been well nigh universal, has lost much ground, steel rims, for the first time, being in the majority at the show. The English fork crown also considerably has replaced the American patterns and free wheels and rear brakes likewise have made progress.

Comparatively few motorcycles were displayed and of those shown a surprising number were lightweight singles of 2 horsepower and less. Werner—whose twins have motors with cylinders side by side—staged a 1¼ horsepower model weighing but 65 pounds and retailing for $120; there were several other lightweights offered at approximately the same figure. A Swiss manufacturer exhibited a 2 horsepower model with mechanical valves and magneto which tipped the scales at only 80 pounds. Few innovations were apparent. Among the few were a chain drive running in an oil bath and the use of flexible metallic hose connections in the induction pipes. Several water cooled motors for tri-car use were exhibited and all of the half dozen three-wheelers in evidence employed pressed steel frames. A companion tricycle on which the riders are seated side by side, was perhaps, the most radical innovation.

Although France is practically the home of the magneto, its use is by no means general; batteries still are employed in a number of instances and where the magneto is used there is no agreement regarding its positioning. In some cases it is placed beneath the bottom bracket; in others the crank case of the engine has been cast with a pocket in which the magneto is enclosed.

There is no standard of frame design which are of as varied patterns as are the spring forks. Lever control still is in the majority, but grip control has made its appearance and several leverless machines were exhibited for the first time. Generally speaking, however, the display of motorcycles was rather disappointing and added little to the fund of instruction.

Pulley that Affords Eight Gear Changes.

What undoubtedly is the simplest form of adjustable or variable pulley that ever



has been offered for motorcycle use is the Brown pulley, for which, as the Bicycling World stated three weeks since, the Walton Motor Co., Lynbrook, N. Y., have secured the exclusive American rights. The Walton company lost no time in beginning its manufacture and their product now is ready for the market. The accompanying illustration shows the remarkable simplicity of the device, which is designed for use with 28° V belts.

The pulley consists of but two parts and is wholly devoid of springs, nuts, bolts and latches, and even of threads. The inner flange, A, on the projecting sleeve of which is formed eight pegs or studs, is secured to the engine shaft. The outer flange, B, is movable, and in it is cut eight notches of varying depths which, of course, are in line with the pegs on the sleeve of the inner flange. When a change of gear is desired the movable flange is merely moved around from one notch to the other. Eight changes of gear are thus offered, the change being a matter of seconds only and no tools whatever being required; the ratio of change is from 5½ to 2½; a reduction of more than 50 per cent. thus is rendered available in eight easy steps. As the wedging of the V belt holds the movable pulley, nuts and bolts are rendered unnecessary. The Brown pulley is applicable to any motorcycle using such a belt, the Walton people making the fixed flange dimensions to fit any engine shaft. Not the least feature of the device is the popular price at which it is listed, $5.

DANGER IN THE OPEN MUFFLER

How It is Possible for Motorcycle Fires to Cause Conflagrations—Risks Attending Careless Indoor Tests.

"While the open muffler usually is condemned for the noise it makes on the road, it is responsible for another evil and a more dangerous one that rarely, if ever, is mentioned," remarked a traveling man a few days ago. "I refer to the practice of testing motorcycles indoors with their mufflers open or the exhaust pipes detached from the engines. I've seen at least a dozen machines catch afire from no other cause. I saw the same machine ablaze three times in one evening and it happened in a wooden shop, too.

"When his engine develops a skip or any other trouble, the first thing the average motorcyclist does is to jack up his machine, open or remove the muffler and 'let her go.' There are some machines in which small danger attends the practice, but there are others with carburetters that leak the moment they are tilted and even when they are not tilted, and when dripping gasolene meets the flame from an open muffler or exhaust pipe, it does not take many fractions of a second for the fire to reach the carburetter and make things interesting. Usually it is possible to smother it or put it out with the sand with which every half-regulated motorcycle shop should be provided, but often as not it is a matter of luck that the conflagration does not spread.

"I can take you to a wooden shop less than 100 miles from New York in which to my certain knowledge three machines in as many days have caught fire from gasolene dripping on open mufflers. The owner of the place is one of those good natured chaps who lets his customers come in and jack up their machines, use his tools and do almost any other old thing they may please. He has not a cent of insurance on his shop and if sooner or later his good nature does not cost him a pretty penny and make work for the fire department, I miss my guess badly."

To Handle B. & S. Goods in New York.

To provide a ready Metropolitan stock of its products, the Billings & Spencer Co., of Hartford, Conn., has appointed Patterson, Gottfried & Hunter, 211 Center street, New York City, distributors for the B. & S. lines in Manhattan and its vicinity. The latter firm will handle the business with dealers on the same basis as the factory.

Hanna Resumes Selling Cycles at Tampa.

After being out of it for a short time, Joe D. Hanna has re-embarked in the bicycle business in Tampa, Fla. He has acquired the bicycle department of the West Coast Automobile Co. and established himself at 1010 Florida avenue.

Catalog Reviews

The first of the Pope catalogs now are in the mails and to say that they are the most attractive and meatful that the old company has issued since the boom days, is but mildly to describe them. Each of them—they relate to Columbias, Ramblers, Clevelands and Tribunes—is separate and distinct. The illuminated covers of each in themselves constitute a series of beautiful pictures calculated not only to inspire cycling interest and enthusiasm, but to induce the recipient to "inquire within." The picture on the Columbia cover is a reduced reproduction of the once famous prize poster of Fame kneeling while she inscribes "Columbia" on the wall of fame, so to speak. It is one of the most refined and beautiful paintings of a cycling nature ever produced. The covers of the other books, which also are in refined colors, depict scenes breathing the spirit of outdoor life. The interior of the catalogs is in keeping with the covers. Enameled paper, high class illustrations and fine typographical display is the rule. But there is no sameness and the illustrations of their principal parts and exclusive features is ample evidence that there is no monotony in the several Pope lines. These features are portrayed to advantage and the specifications of each model are usually satisfying.

An person possessed of the notion that "all single tube tires are pretty much alike" has but to thumb the pages of the catalog just issued by the Hartford Rubber Works Co. to have that impression effectually effaced from his brain. The catalog illustrates no less than 13 brands of single tubes and the Dunlop detachable double tube tire, and a mere glance at the pictures is so informing that even the man who supposed he had a fair idea of the differences between tires is likely to obtain a liberal education. The differences between fabrics and the methods of applying them in building up tires were never so strikingly illustrated. The picture of each separate brand is so good that it fairly "speaks its piece." There also are separate illustrations of fabrics and of rubber in its several stages and a summarized description of processes that add interest to the book. It is the first bicycle tire catalog that the big Hartford company has issued in several years and it is one that does them proud, likewise the cycle industry. It is high class inside and out. The cover is of two blends of gray on which is embossed in gold the title of the company and its well known winged tire trade mark.

A truss bridge spanning a winding stream and a truss frame bicycle constitute the cover illumination of the Iver Johnson catalog, red and black being the prevailing tints. Between the covers, the most is made of the truss principle as applied to the Iver Johnson bicycles and the manner in which its rigidity affects not merely the frame, but the crank hanger, bearings, chain, sprockets and rear wheel is clearly pointed out. The 1909 improvements in the Iver Johnson—the narrower tread, the new crank hanger and oval cranks—all are remarked, of course—and the several features, new and old, are not only illustrated but described in informing language. A feature of the catalog is a large double page picture of the trussframe model on which its various points are clearly indexed. Another good idea is a number of short, crisp, instructive hints on the care of Iver Johnson bicycles, but which are as good for bicycles of any other brand.

Peugeot motors are dealt with in a folder issued by the New York branch of Peugeot Freres. Three models, a 3½ horsepower single and 5 and 7 horsepower twins are illustrated, together with outline working drawings of each type. The pamphlet draws attention to one feature that is not of general knowledge, i. e., that on those motors employing gear driven magnetos, the gears are of rawhide running in oil.

Puncture Remedy in Powdered Form.

"Permanit," a puncture closing compound, imported by Adolph Karl & Co., Newark, N. J., now is a candidate for American favor. It comes in the form of a powder and is pumped into the tire. After the required amount of powder has been injected into the tire, depending, of course, on the size of the tire and its use, whether for car or cycle, 1½ ounces of clear water is added to each package of powder. The wheel then is rotated slowly 10 to 20 times in order to scatter the contents in the tire. "Permanit" does not dissolve in water nor does it become a paste, glue, or fluid; but when a puncture occurs the powder comes in contact with the outer air and causes a chemical reaction, whereby the injured part is instantly healed. One treatment will last at least one year. It is one of the virtues of the compound that a tire can be vulcanized with the material in it and that the powder can be transferred also from one tube to another, if desired.

Old Friend Abroad Under New Name.

The "Kumfo grip," which has made its appearance on a number of British motorcycles and which one publication describes as being "certainly an improvement on the usual fitting," proves to be an old friend and an American production under a new name. It is none other than the Mattson sponge rubber cushion grip.

Hastings's Firm to Handle Motorcycles.

Hastings & Miller, the New York photographic supply firm, have added motorcycles to their stock. They have secured the sub-agency for the Indian.

NEW VIEW ON SIDESLIP PROBLEM

Michelin Advances Startling Dictum—He Says Nearly Smooth Tires Hold Better Than Rough Surfaced Types.

Although it is apparent to all that a roughened or irregular surface of a tire will wear more quickly than a perfectly smooth surface, M. Michelin, the famous French tire manufacturer, recently has laid down the dictum that a nearly smooth tire also sideslips less than one that is deeply ribbed, ridged or roughened, an assertion at variance with existing notions.

Michelin bases his belief on a number of experiments which he conducted, and he practices what he preaches, his newest bicycle tire having a tread that is but minutely ribbed or roughened. In his experiments he measured the angle of tilt upon which finely grooved tires, such as he commends, and the usual prominently ridged tires began lateral movement, on all sorts of surfaces, and although on very wet and greasy wood the difference in the Michelin's favor was small, he found there were no conditions in which the score was on the side of the deep-ribbed treads.

Accordingly he concludes that deep grooves and prominent ribs are disadvantageous on dry surfaces, and offer no advantages on greasy or muddy ones. In other words, he holds that not only does a finely grooved tread do all and more to prevent sideslip that does a tire with deep ribs, but that it lasts longer

French Finds Cheer in Holiday Trade.

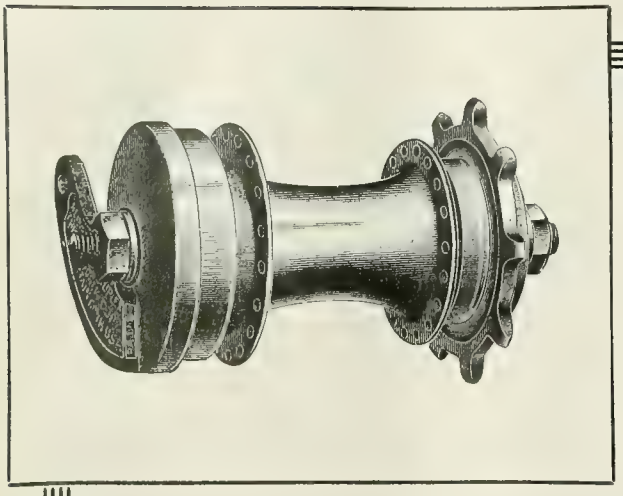
"Trouble?" remarked Howard A. French, the Baltimore dealer, when that word chanced to be mentioned a few days ago. "We are so busy selling our bicycles and electrical novelties that we have only time to think of the joy of taking in the cash; we have no time for thoughts of trouble. Last year we thought we had a big Christmas season, but from the number of sales already made it looks as if last year's record will be smashed to smithereens."

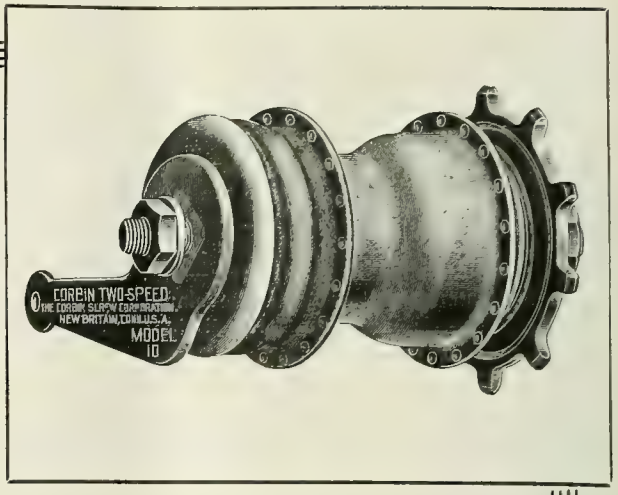
Pope Adopts Celluloid Tire Pumps.

As a part of the equipment of their higher priced models the Pope Mfg. Co. now are furnishing 18-inch black celluloid tire pumps, which are clipped to the frame. It is a move worthy of general adoption; for no cyclist who ever has used one of these long pumps will be content to waste time and patience with a smaller inflater.

Favors Green Instead of French Gray.

The French gray enamel, which has attained such popularity as a finish for motorcycles, has been abandoned by the Hendee Mfg. Co. as being "undesirable." As a substitute option for 1909 they will offer what is termed "Indian green."





As a
Means of Improving Bicycles

there is nothing quite
the equal of the

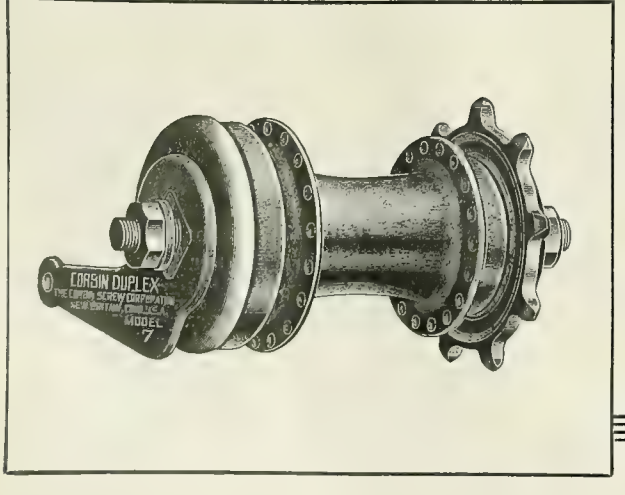
Corbin Coaster Brake

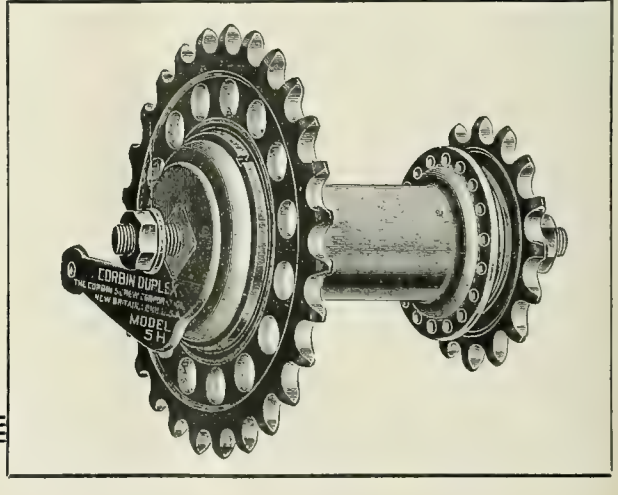
It is a device and a name that helps to make
poor bicycles good and good bicycles better.

CORBIN SCREW CORPORATION

NEW BRITAIN, CONN., U. S. A.

LICENSED COASTER BRAKE MANUFACTURERS.





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☞Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, DECEMBER 19, 1908.

The New York Motorcycle Show numbers of the Bicycling World and Motorcycle Review will bear dates January 16 and 23. The first number will contain a comprehensive forecast of the motorcycle exhibits in addition to a number of special articles on motorcycle subjects; the second number will contain complete and fully illustrated descriptions of all machines displayed, including their respective innovations and features. They will be issues such as will prove of real assistance to the prospective buyer in selecting his mount for 1909.

Sidepaths as Avenues of Safety.

It is to be hoped that the resolution of the Eastern District of the F. A. M. favoring the restoration and maintenance of side paths will be productive of more than the words of which it is composed.

While they largely have been stop-gaps pending the construction of good main highways, sidepaths are such grateful conveniences that it is worth the effort to retain or restore them. There are very many of them that require but the use of a hoe and a scythe to render them again available, but unless the cyclists and motorcyclists of each respective locality pitch in and do the work, or have it done for them, no progress is possible. It is a field of endeavor to which the State Commissioners of the F. A. M. and their Local Commissioners well may apply themselves. It is unfortunate that the L. A. W. is so nearly a respected recollection only that the pedicyclists no longer have an advocate and that no help or co-operation from that source may be expected.

In a sense, the sidepath to-day really will serve more useful purposes than those for which they originally were designed. Then they were merely conveniences; now, due to the increase of automobile travel, they can be made paths of safety for both pedicyclists and motorcyclists. For there is nothing on two wheels, with or without a motor, that is secure against the onrush of the modern "monarch of the highways" or indeed against anything that moves on four wheels or four legs. It is a fact well known that the increase of automobile travel has served to deter not a few timorous men cyclists, and very many more wheelwomen, while the number of parents who hesitate to permit their children to ride bicycles because of the new road danger is beyond reckoning. As avenues of safety, therefore, the sidepath has assumed new importance and has a more direct bearing on the demand for and the use of bicycles than many of those who sell them may conceive to be the case.

The increase in the number of automobiles has served greatly to further the cause of road improvement, which was inaugurated by the cycling interests, but the fact remains that whenever motor cars are in considerable use, even the improved macadam roads, oiled and unoiled, are rendered so "choppy" that the considerable pleasure is subtracted from cycling with or without a motor. Road makers the world over are seeking a corrective but so far with but indifferent results.

The situation suggests that for their safety and convenience it were worth while for all manner of cyclists to approach the State engineers or other proper authorities in those commonwealths in which road improvement is projected—in New York the money has been voted for hundreds of miles of such highways—and urge that a sidepath be constituted a part of such roadways. Six or eight inches of either side of the main road with a nearly level curb or other line of demarcation, easily and at small expense, might be thus set apart and would provide smooth and continuous avenues of safety for two wheeled traffic that would be of advantage also to all other road users.

The idea of separating the several forms of traffic has been argued on many occasions during recent years, many plans for such roadways having been outlined, but whatever the future may hold for them it is certain at any rate that the separation of two wheeled from four wheeled travel is immediately possible on a plan of the sort here suggested.

About Records from Standing Starts.

Henry H. Wheeler, the cycling sage of Pomona, which is in California, has raised an interesting question.

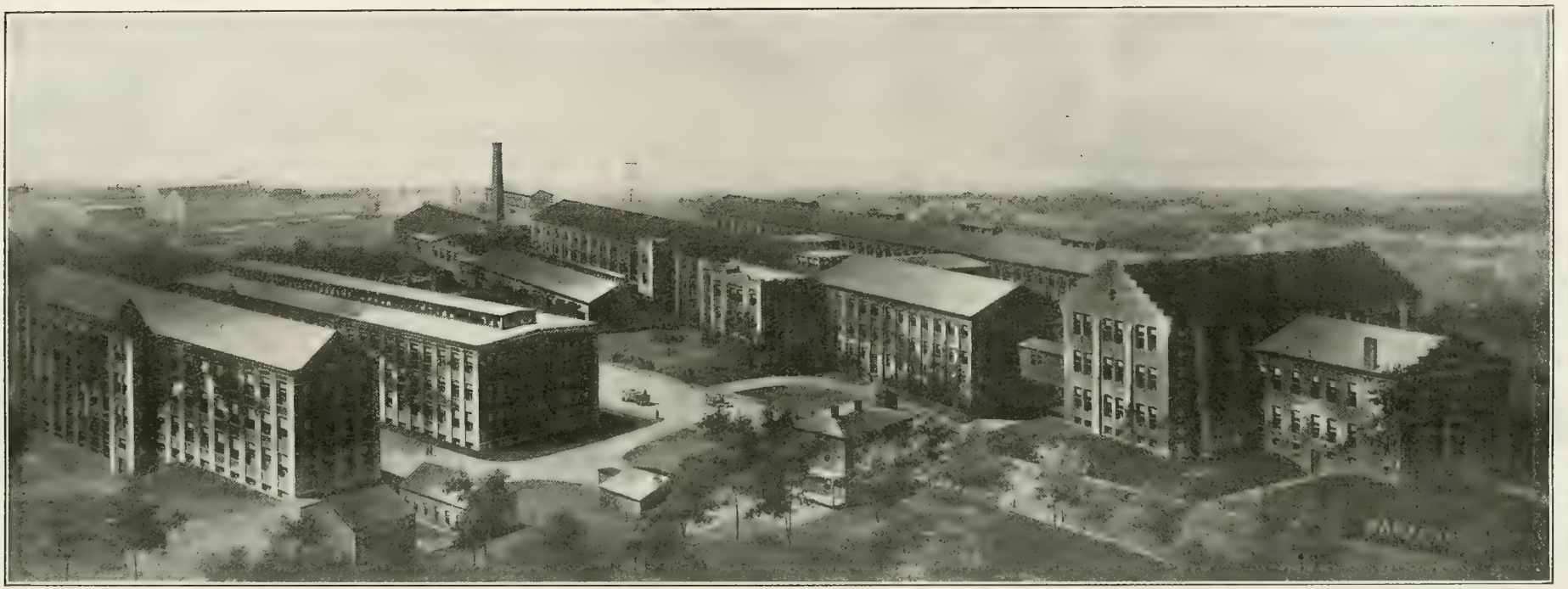
"Of what use is a record against time for more than one mile when made from a standing start?" he asks. "As all such records, save the first mile, are, perforce, made with the equivalent of a flying start, does 'standing start' really mean anything in the case of a record for two miles or two hundred and twenty-two, or anything between?"

Mr. Wheeler's point is well taken, as all save the technically inclined must agree. It is one of those things that is so apparent that the wonder is that it did not become plain long ago. At distances greater than one mile a standing start is of necessity a misnomer and represents merely the difference in time necessary to get under way in the first mile. As it is of no use, it is hoped those in authority will sweep the "standing start against time" from the record tables. It will greatly simplify their work and cause those who try to keep track of records to offer up a prayer of thankfulness.

With the mail order motorcycle in sight it is reasonably certain that Hiram Dinkins, of Poison Oak, Iowa, and Si Johnson, of Jackson Corners, Ala., are due to have their eye teeth sharpened to a fine edge. It also is as certain that the letters from Poison Oak and Jackson Corners to the "ten days free trial"—after the money is paid—and the "ten dollars down, balance right away" merchants will contain more exciting interest than since postage stamps first were, so to speak, pasted on sewing machines.

"Please renew my subscription for the Bicycling World for another year. I do not see how I could get along without it."—Jesse M. Saffell, Fairpoint, Ohio.

THE PLANTS WHEREIN THE AMERICAN BICYCLE AND ITS COMPONENTS ARE PRODUCED



V.—THE HARTFORD RUBBER WORKS COMPANY'S FACTORY AT HARTFORD, CONN.

MACFARLAND-MORAN WIN

Immense Crowd Sees Macfarland Outsprint Rutt and De Mara in Final Mile of Six Days Race—Closing Scenes of the Long Grind.

In one of the greatest finishes ever witnessed in a six days race Floyd A. Macfarland, the California warhorse, defeated Walter Rutt, of Germany, and Walter De Mara, of San Francisco, Cal., in the mile race which determined the winner of the 16th annual six days race, which finished in Madison Square Garden, New York, last Saturday night, 12th inst. James F. Moran, of Chelsea, Mass., was Macfarland's team mate; Rutt was coupled with John



FLOYD A. MACFARLAND

Stol, of Holland, while De Mara's partner was Fred Hill, of Watertown, Mass.

Despite the fact that ticket speculators had been charging prices ranging from $2 for admission to $10 for arena box seats, Madison Square Garden was packed to overflowing when the final mile sprint began. The exact figures are not given, but a conservative estimate places the attendance at more than 15,000 people. And a howling, yelling mob it was, too.

When the final day's riding began the teams of Macfarland-Moran, Rutt-Stol, and De Mara-Hill were tied for the lead, as stated in last week's Bicycling World. Walthour and Root were one lap behind, Collins and Mitten two laps, and Galvin and Wiley three laps behind the leaders. The teams of Anderson and Vanoni and Palmer and Drobach were some distance behind, but remained in the race to set the pace. There was no change during the day, and athough Root and Walthour made one or two efforts to regain the lap and place themselves on a plane with the three leading teams the attempts were not very vigorous, because of the indisposition of Walthour. Root always was willing and anxious to go for a lap, but his team mate had enough trouble to remain in the race, without doing any extra sprinting. Therefore the day's riding ended as it began, with three teams tied for the lead.



JAMES F. MORAN

The world's record of 2,733 miles 4 laps, made by Miller and Waller in 1899, was passed at 9:51 p. m., and when the announcement was made there was prolonged applause. Four minutes later the riders not in the tie were called from the track, leaving Moran, Hill and Stol upon the track. These men were then relieved by Macfarland, Rutt and De Mara and the last five minutes of the race began.

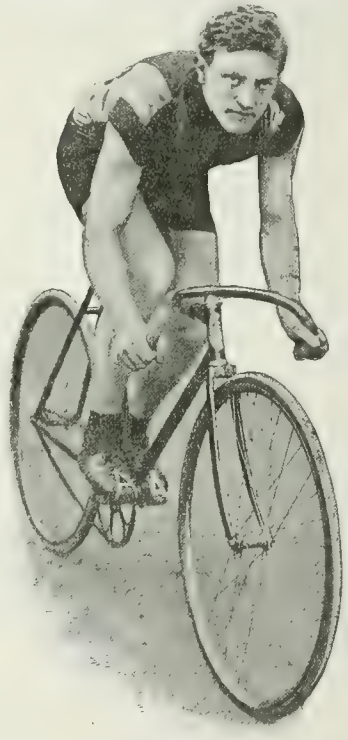
Because of his victory last year the odds were in favor of Rutt and several wagers were made. One Boston bookmaker bet $500 against $400 on Rutt, and the money was taken by several of Macfarland's supporters, who thought that his generalship and knowledge of small tracks would lead him to victory.

When the gun sounded for the last ten laps Rutt was leading slowly, followed by Macfarland and De Mara, in order. One lap was covered at a snail's pace and then two, with still no change in position. At that time it looked like the final mile would consist of jockeying until the last two laps, then a jump and sprint for the tape.

"Be careful of De Mara!" shouted Rutt's trainer.

The German sprinter evidently was afraid that if the race depended upon a jump De Mara might have the advantage, for all week the young Californian had shown that he possessed a jump not excelled by any rider in the race. The pace increased, with Rutt in the lead and there was no change in position until the bell lap. For the first time during the week the vast amphitheatre was almost devoid of sound save that of the whirring wheels on the steeply banked saucer. Every nerve was keyed up to the highest tension, and every muscle was firm as the spectators anxiously awaited the psychological moment when one or the other of the riders would jump, and relieve the suspense of more than 15,000 spectators.

It came, but not until the bell lap, and by coming so late De Mara lost his chance to earn everlasting fame. Had he jumped four or even five laps to go he might have won the race. At any rate he could not have done any worse than finish third. By the time the bell sounded for the last lap



WALTER RUTT

the men were traveling at a two minute clip with Rutt in front.

"Old Fox" Macfarland then increased his speed and the crowd broke into a wild burst of cheering. On the first turn Macfarland's front wheel was lapping Rutt's rear wheel and by the time the backstretch was covered Macfarland had brought his front wheel up to the German's cranks, with De Mara hanging on Macfarland. As they entered the last turn Macfarland and Rutt were neck and neck, fighting for all they were worth, while De Mara tried to nose his front wheel in between the other two. The short stretch was covered in less time than it takes to tell, but the battle between the lanky Californian and the German always will be remembered by those who saw it. There was not an inch advantage one over the other until a yard from the tape when Macfarland's long legs sent his bicycle three inches ahead of Rutt. De Mara

SUMMARY OF NEW YORK SIX DAYS RACE, DECEMBER 6 TO 12.

		Monday		Tuesday		Wednesday		Thursday		Friday		Saturday	
		12 hrs.	24 hrs.	36 hrs.	48 hrs.	60 hrs.	72 hrs.	84 hrs.	96 hrs.	108 hrs.	120 hrs.	132 hrs.	142 hrs.
Pos.	Team.	M. L.	M. L.	M. L.	M. L.	M. L.	M. L.	M. L.	M. L.	M. L.	M. L.	M. L.	M. L.
1	Macfarland and Moran....	270.5	514.2	736.7	974.3	1,190.4	1,419.2	1,637.4	1,865.9	2,081.4	2,324.0	2,548.4	2,737.1
2	Rutt and Stol.....	270.5	514.2	736.7	974.3	1,190.4	1,419.2	1,637.4	1,865.9	2,081.4	2,324.0	2,548.4	2,737.1
3	De Mara and Hill.....	270.5	514.2	736.7	974.3	1,190.4	1,419.2	1,637.4	1,865.9	2,081.4	2,324.0	2,548.4	2,737.1
4	Walthour and Root.....	270.4	514.1	736.6	974.1	1,190.3	1,419.1	1,637.3	1,865.8	2,081.3	2,323.9	2,548.3	2,737.0
5	Collins and Mitten.....	270.5	514.2	736.7	974.3	1,190.2	1,419.0	1,637.2	1,865.7	2,081.2	2,323.8	2,548.2	2,736.9
6	Galvin and Wiley.....	270.4	514.1	736.6	974.2	1,190.1	1,418.9	1,637.1	1,865.6	2,081.1	2,323.7	2,548.1	2,736.8
7	Anderson and Vanoni.....	270.5	514.2	736.7	974.2	1,190.0	1,418.6	1,636.8	1,865.4	2,080.9	2,323.5	2,547.8	2,736.4
8	Palmer and Drobach.....	.....	.....	.....	.....	.....	.....	1,636.6	1,860.2	2,073.4	2,311.6	2,536.0	2,723.4
	Palmer and Walker.....	270.5	514.2	736.7	974.2	1,190.3	1,419.1	[8]					
	Devonovitch and Drobach.	270.4	514.1	736.6	974.2	1,189.9	1,418.7	[9]					
	Faber and Lafourcade	269.3	510.6	731.5	965.9	1,170.0	1,402.1	[7]					
	Lawson and Fogler	270.5	514.2	736.7	974.3	1,190.4	[6]						
	Dupre and L. Georget....	270.5	514.2	736.7	[5]								
	Downing and Hollister....	270.4	514.1	[4]									
	Brocco and Labrousse.....	267.2	499.2	[3]									
	Downey and Logan	270.5	[2]										
	M. Bedell and Rupprecht..	270.5	[1]										

[1] Out at 333.6 miles, because of Bedell's broken collarbone.
[2] Out at 424 miles, because of Logan's injuries.
[3] Retired at 525.4 miles.
[4] Withdrew at 533 miles.
[5] Out at 785.6 miles, because of Dupre's illness.
[6] Out at 1,288 miles, because Fogler quit.
[7] Retired at 1,438.3 miles.
[8] Walker out with broken collarbone at 1,538 miles.
[9] Devonovitch retired at 1,608 miles to allow Palmer and Drobach to form new team.

was overlapping Macfarland's rear wheel for third place.

Then bedlam broke loose. The crowd tried to surge on the track to acclaim Macfarland, but the policing was sufficient to keep them in check. Some admirers had presented Rutt with an immense floral emblem of appreciation and the German, who is a good fellow and a good loser as well as a good winner, walked over the Macfarland, shook his hand, and presented him with some of the flowers that he had received. The cheers were deafening when Macfarland, accompanied by his team mate, Moran, rode once around, holding the flowers Rutt had given him. There was just as much applause when Rutt and Stol paraded and when De Mara and Hill, the "pony team," each bearing a bouquet, executed their "tour de honneur." For unsophisticated "kids" De Mara and Hill had done more than remarkably well, and the great crowd was quick to recognize the youngsters' pluck.

As there were no other ties to be decided the race ended with the sprint between Macfarland, Rutt and De Mara and the crowd filed out of the Garden—but it did not go home, for there were some late sessions that lasted until nearly church time Sunay.

The race was in many respects the most remarkable ever held. Not only was the long standing record of 2,733 miles 4 laps, made by Miller and Waller in 1899, eclipsed by nearly four miles, but the records for nearly all the intervening hours were broken. It was the hardest grind ever held and at the same time the cleanest and fairest. There were none of the petty differences and squabbles between riders that have marred previous grinds, the officials were not compelled to discipline any of the riders for unfairness, and there was not a mixup in the scoring under the supervision of Al. Copeland. Altogether, it was a very agreeable six days race and the attendance was greater and more orderly than at any previous affair of the kind.

With the exception of Walter De Mara, all the finishers rode bicycles geared to 96 inches; the Californian's machine was geared to 104. Collins, De Mara, Macfarland, and Root rode Tribune bicycles, while Moran, Walthour, Mitten, Drobach



JOHAN STOL

and Anderson were mounted on Columbias. Hill and Palmer had Pierces, and Wiley a Yale. Rutt and Vanoni rode Peugeot bicycles, Stol a Brennabor and Galvin a Drrkum, which he purchased from Vanderstuyft. Foreign silk racing tires exclusively were used, but the tire bills were not so large as formerly, due to the excellent track.

Of course, not all the riders were pleased when the 'dough bag" strings were unloosed on Monday afternoon. In view of the fact that the race netted the promoters something like $80,000, some of the riders who quit thought Powers ought to be generous and pay them just as much as though they had ridden the entire six days. Some were disappointed, but others there were whose sticktoitiveness was rewarded in the shape of cash presents. Exclusive of bonuses, the finishing teams received the following amounts: Macfarland and Moran, $1,600; Rutt and Stol, $1,000; De Mara and Hill, $700; Walthour and Root, $500; Collins and Mitten, $300; Galvin and Wiley, $250, and Anderson and Vanoni, $200.

The race produced several gamesters of the first water and topping the list are young De Mara and his still younger partner, Hill. That the pair of "kiddies" was not only able to stick it out, but to be in a tie with the leaders at the finish, was a revelation to the veteran riders and "fans" alike. De Mara and Hill, by the way, were the most popular riders in the race. An evening newspaper conducted a voting contest and the "pony team" won in a canter.

De Mara and Hill were not the only riders, however, who showed gameness during the long, hard grind. Mitten, Galvin, Palmer, Drobach and Root never complained when their tricks of riding were longer than they should have been. The referee agreed that the teams of Galvin-Wiley and Mitten-Collins are entitled to especial commendation. They never rode off the track for any than legal reasons, which cannot be said of some others. Palmer deserves a medal for his exhibition of gameness. Although suffering the last two days, the Australian refused to quit and said he would rather die first.

Nearly all the riders left New York this week, the majority of them going to Boston, to compete in the 24-hours team race which will take place there December 25th. The foreign riders, with the exception of Rutt and Stol, left on La Bretagne Thursday. Rutt and Victor Breyer sailed on the Oceanic Wednesday, and Stol will remain in this country a few weeks as the guest of Dave Coburn.

While here Breyer, who is interested in the Paris tracks, signed a contract with Walter De Mara, the young Californian,

who made such an excellent showing. De Mara will leave for Europe the latter part of February, to be gone ten weeks. He has been guaranteed ten match races, and whether or not he succeeds in trouncing any of the French cracks the trip abroad will be worth a lot to him from an educational point of view.

Macfarland and Clarke will embark for Europe the latter part of this month or the first of January. Macfarland previously had made a contract, but while Breyer was here he secured five match races for the crack Australian. Macfarland and Clarke may remain abroad all summer if the prospects for a harvest are good. Macfarland is due to meet "Major" Taylor in a match race at Boston to-night (Saturday).

C. L. Hollister, who was put out of the race when his partner, Downing, quit, has decided to forsake the racing game for the broader field of business. Hollister has sold his bicycles and trunk and will go to Springfield, Mass., to assume the management of a business of which he is not at this time prepared to state the character of. Downing will return to Salt Lake City and will then go to Southen California for the winter as will Bardgett after the Kansas City race, in which he expects to be a contestant.

Probably the most interested spectator at the race was "Dutch" Waller, who, with Charles Miller, in 1899, established the world's record that was not broken until last week. From year to year Waller has bet small sums that his record never would be broken, and he was on hand with the same offers this year. Waller "took the count" when he saw a vision of himself settling a dozen or more wagers. Among the other veterans noticed at the Garden during the week were Otto Maya, of Erie, Pa.; "Poke" Freeman, Hartford, Conn.; Arthur A. Zimmerman, Manasquan, N. J., and Frank J. Cadwell.

One interesting person at the race was a Dutch baron who is in America to see the country and to study English. The Baron wrote a story of the race for a Holland newspaper. The services of the coroner alalmost were needed when the distinguished foreigner first applied to the press agent for an admission badge. The latter asked what name should be written on the card. Despite the fact he has been in America only three weeks the Baron speaks good English and also is possessed of a sense of humor.

"I am afraid you might not spell the name correctly, so, if you please, I will give you my card."

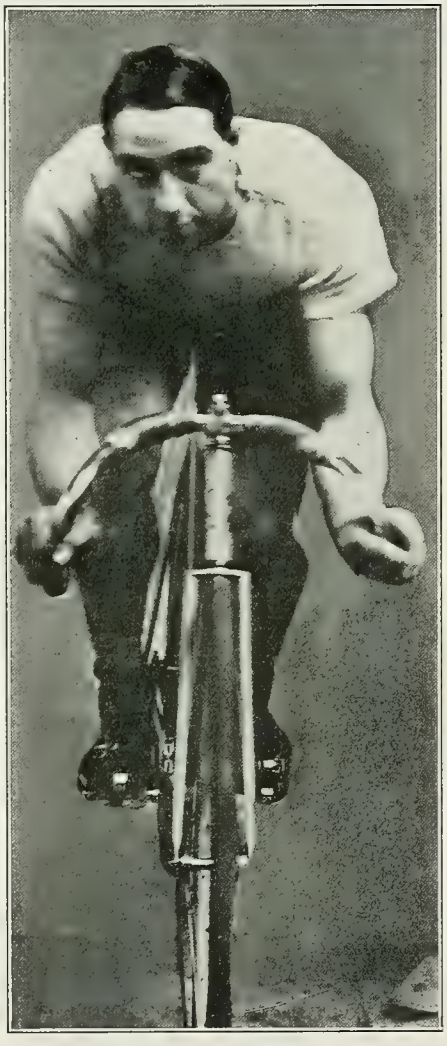
The press agent looked at the card, and immediately collapsed. Upon it was engraved:

"Jhr Lorenzo B. de Wit der Hoop von Vreeskijken, Res. Officer Regiment Vryw."

FOREIGN RIDERS SET THE PACE

Fast Clip in Six Days Grind Effaces Them as Well as the Records—The Long List of new Marks.

Although the pace they set during the early hours of the race brought about their own undoing, the foreign riders were responsible for the new record for six day riding. The fact that the records were eclipsed during the early hours stimulated



WALTER DE MARA

the riders to greater efforts after the French riders had dropped out, and by added inducements from P. T. Powers, the promoter, the pace was maintained throughout the week. Although they did not get their names on the record table, for the reason that they were some laps behind, much of the glory for erasing the record was due to W. "Pedaler" Palmer, the Australian; N. M. Anderson, the Dane, and Charles Vanoni, his Italian partner, as well as to little Peter Drobach, of Boston. Whenever the pace lagged, these riders went to the front and ground out a hard pace that kept the mileage above the former marks. With the exception of 15 hours, all world's records were broken for 142 hours, the hours in which the record was not broken being denoted by asterisks. Macfarland and Moran get on the new record table 52 times. De Mara and Hill are credited with 45 hour records, and Rutt and Stol with 13. The remainder are divided between the other teams, as shown in the accompanying table:

Hour.	Holder.	Distance.	Old Record.
1	Anderson and Vanoni ..	25.5	25.2
2	Faber and Lafourcade..	50.1	49.9
3	Rutt and Stol	73.3	72.8
4	Palmer and Walker....	96.8	95.1
5	De Mara and Hill.....	119.9	118.1
*6	Downing and Hollister.	140.7	141.2
7	De Mara and Hill.....	163.5	162.6
8	McFarland and Moran..	185.4	185.0
9	McFarland and Moran..	206.5	204.3
10	Dupre and Georget.....	227.7	226.0
11	Logan and Downey....	247.7	247.5
12	McFarland and Moran..	270.5	267.2
13	Anderson and Vanoni...	292.0	291.2
14	De Mara and Hill.....	311.9	309.5
15	Logan and Downey....	332.6	331.0
16	McFarland and Moran..	352.7	349.8
17	McFarland and Moran..	373.0	371.3
18	Anderson and Vanoni..	392.7	390.6
19	Logan and Downey....	412.0	410.2
20	DeMara and Hill.....	432.0	428.9
21	Fogler and Lawson....	451.4	449.2
22	Anderson and Vanoni..	473.5	470.1
23	McFarland and Moran..	493.4	490.8
24	Anderson and Vanoni..	514.2	510.1
25	De Mara and Hill.....	533.5	529.0
26	McFarland and Moran..	552.4	547.7
27	Anderson and Vanoni..	569.7	565.6
28	McFarland and Moran..	587.5	586.4
29	Anderson and Vanoni..	606.1	605.6
30	De Mara and Hill.....	625.0	622.1
31	De Mara and Hill.....	643.9	640.4
32	McFarland and Moran..	662.9	659.4
33	McFarland and Moran..	682.7	679.1
34	McFarland and Moran..	701.6	698.2
35	De Mara and Hill.....	719.0	715.4
36	Rutt and Stol.....	736.7	734.2
37	Anderson and Vanoni..	754.2	753.8
38	De Mara and Hill.....	774.0	773.3
39	McFarland and Moran..	794.3	792.1
40	Rutt and Stol.....	812.8	811.7
41	McFarland and Moran..	833.9	831.0
42	Fogler and Lawson....	855.0	850.7
43	McFarland and Moran..	873.6	869.1
44	De Mara and Hill.....	894.8	889.1
45	McFarland and Moran..	916.6	906.7
46	De Mara and Hill.....	935.8	926.4
47	McFarland and Moran..	954.3	946.8
48	De Mara and Hill.....	974.3	966.3
49	Fogler and Lawson....	993.2	985.3
50	McFarland and Moran..	1,011.8	1,002.2
51	De Mara and Hill.....	1,031.5	1,020.5
52	Rutt and Stol.....	1,050.4	1,038.6
53	Rutt and Stoll.....	1,069.1	1,056.0
54	McFarland and Moran..	1,084.8	1,073.3
55	De Mara and Hill.....	1,102.2	1,093.1
56	McFarland and Moran..	1,117.9	1,112.7
57	De Mara and Hill.....	1,134.5	1,130.1
58	Rutt and Stol.....	1,150.9	1,148.5
59	McFarland and Moran..	1,171.2	1,169.7
60	De Mara and Hill.....	1,190.4	1,184.7
61	De Mara and Hill.....	1,208.3	1,203.9
62	McFarland and Moran..	1,227.3	1,221.7
63	McFarland and Moran..	1,249.2	1,239.5
64	McFarland and Moran..	1,268.6	1,259.4
65	McFarland and Moran..	1,289.3	1,278.6
66	Rutt and Stol.....	1,307.3	1,298.6
67	McFarland and Moran..	1,325.8	1,318.9
68	De Mara and Hill.....	1,343.5	1,336.4
69	McFarland and Moran..	1,364.1	1,355.7
70	De Mara and Hill.....	1,383.5	1,376.4
71	De Mara and Hill.....	1,402.3	1,395.6
72	Rutt and Stol.....	1,419.2	1,416.8
73	De Mara and Hill.....	1,438.7	1,434.6
74	McFarland and Moran..	1,455.9	1,453.1
75	McFarland and Moran..	1,472.3	1,470.9
76	McFarland and Moran..	1,490.4	1,490.1
77	De Mara and Hill.....	1,508.4	1,507.7
78	Rutt and Stol.....	1,528.2	1,526.5



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That can't be said of most motorcycle tires on the mark majority of all motorcycles in use are equipped with Indianap

Yes, they cost a trifle more — but why shouldn't they? money for a better article? Still, it's the cheapest i much longer and give better service.

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So get busy, boys—don't overlook the tire equipment when ordering Better specify G & J Double Clinch Rims, too. They are the most sat strong and rigid which largely eliminates the possibility of their getting ou

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and the motorcycle riders know it. That's why such a large
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n't you always been in the habit of paying more
e end to pay a little more for new tires that wear

th Indianapolis G & J Tires, unless they are specified;
l most expensive tires when they are not asked for?

r new machines. Specify Indianapolis G & J Tires and you'll get them.
ory motorcycle rims manufactured. Their construction makes them unusually
true and they also hold the tire on more firmly.

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Don't give out until they are actually worn out from long service

That can't be said of most motorcycle tires on the market, and the motorcycle riders know it. That's why such a large majority of all motorcycles in use are equipped with Indianapolis G & J Tires.

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No, some of the manufacturers don't equip all their machines with Indianapolis G & J Tires, unless they are specified; but can you blame them for not putting on the best and most expensive tires when they are not asked for?

So get busy, boys—don't overlook the tire equipment when ordering your new machines. Specify Indianapolis G & J Tires and you'll get them. Better specify G & J Double Clinch Rims, too. They are the most satisfactory motorcycle rims manufactured. Their construction makes them unusually strong and rigid which largely eliminates the possibility of their getting out of true and they also hold the tire on more firmly.

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Boston, 110 Federal St.
Portland, 326 Burnside Ave.
Kansas City, 1607 Grand Ave
Cleveland, 326 Frankfort Ave
Pittsburg, Baum & Beatty Sts

79	De Mara and Hill.....	1,545.9	1,544.5
*80	McFarland and Moran..	1,563.9	1,567.9
81	De Mara and Hill.....	1,582.4	1,580.0
82	McFarland and Moran..	1,600.3	1,599.3
83	McFarland and Moran..	1,619.5	1,618.0
*84	Rutt and Stol.....	1,637.4	1,637.9
85	De Mara and Hill.....	1,655.5	1,654.7
86	McFarland and Moran..	1,674.5	1,672.5
87	McFarland and Moran..	1,693.5	1,693.0
*88	De Mara and Hill.....	1,712.3	1,713.0
89	De Mara and Hill.....	1,731.9	1,731.3
90	McFarland and Moran..	1,753.2	1,750.1
91	McFarland and Moran..	1,771.9	1,769.0
92	De Mara and Hill.....	1,790.2	1,787.4
93	De Mara and Hill.....	1,808.2	1,806.1
94	McFarland and Moran..	1,828.3	1,824.9
95	McFarland and Moran..	1,846.9	1,845.0
96	De Mara and Hill.....	1,865.9	1,865.2
97	De Mara and Hill.....	1,885.7	1,882.4
98	De Mara and Hill.....	1,903.5	1,901.0
99	McFarland and Moran..	1,921.8	1,921.0
100*	McFarland and Moran..	1,939.8	1,943.0
101*	De Mara and Hill.....	1,957.5	1,961.8
102*	Rutt and Stol.....	1,774.6	1,977.6
103*	De Mara and Hill.....	1,992.3	1,996.6
104*	De Mara and Hill.....	2,008.2	2,014.3
105*	De Mara and Hill.....	2,026.6	2,033.2
106*	Rutt and Stol.....	2,043.6	2,050.7
107*	De Mara and Hill.....	2,062.5	2,068.5
108*	De Mara and Hill.....	2,081.4	2,086.9
109*	De Mara and Hill.....	2,101.0	2,105.7
110*	McFarland and Moran..	2,122.4	2,125.1
111	McFarland and Moran..	2,144.6	2,143.4
112	De Mara and Hill.....	2,165.6	2,163.7
113	Rutt and Stol.....	2,184.8	2,182.3
114	McFarland and Moran..	2,204.9	2,203.8
115	McFarland and Moran..	2,224.0	2,223.3
116	McFarland and Moran..	2,243.9	2,241.1
117	Rutt and Stol.....	2,265.3	2,261.3
118	De Mara and Hill.....	2,285.5	2,279.0
119	De Mara and Hill.....	2,304.7	2,298.1
120	Rutt and Stol.....	2,324.0	2,316.7
121	De Mara and Hill.....	2,344.2	2,336.7
122	De Mara and Hill.....	2,363.2	2,354.9
123	McFarland and Moran..	2,381.2	2,374.3
124	McFarland and Moran..	2,399.4	2,390.2
125	De Mara and Hill.....	2,417.8	2,406.5
126	De Mara and Hill.....	2,436.0	2,425.0
127	De Mara and Hill.....	2,452.6	2,441.6
128	De Mara and Hill.....	2,469.9	2,459.6
129	De Mara and Hill.....	2,489.6	2,477.3
130	McFarland and Moran..	2,508.9	2,494.8
131	McFarland and Moran..	2,528.9	2,512.2
132	McFarland and Moran..	2,548.4	2,531.0
133	McFarland and Moran..	2,566.7	2,549.6
134	Rutt and Stol.....	2,586.1	2,567.3
135	McFarland and Moran..	2,604.6	2,586.7
136	De Mara and Hill.....	2,624.2	2,607.4
137	McFarland and Moran..	2,642.8	2,626.8
138	McFarland and Moran..	2,659.2	2,647.4
139	De Mara and Hill.....	2,676.9	2,669.1
140	Rutt and Stol.....	2,698.6	2,690.4
141	De Mara and Hill.....	2,717.3	2,711.5
142	McFarland and Moran..	2,737.1	2,733.4

Vanderstuyft Merely a Looker on.

One of the most interested spectators of the six days race was Arthur Vanderstuyft, the Belgian pace follower and former six days partner of Stol. The popular little Belgian made a lot of money this season and came 3,000 miles just to witness the race. Vanderstuyft had an exceptionally good season, winning $15,000 from April to October, besides a gold medal for breaking the world's two-hour record, and another for winning seven races in succession at Leipzig. His first victory was the Grand Prize of Cologne and he followed this up with 16 firsts, 3 seconds and 5 thirds. His biggest prize was $1,000 in the Preis Staat Liepzig on July 5. In spite of mishaps he finished third in the world's championships at Berlin.

GLADIATORS OF THE GRIND

Characteristics and Careers of the Men Who Captured the Honors—Four are Veterans and Two "Just Kids."

Of the "heroes" of the six days race, Floyd A. Macfarland is the oldest, while Fred Hill is at the other end of the age scale.

Floyd A. Macfarland was born at San Jose, Cal., 33 years ago, and began riding in amateur races in California in 1893, and



FRED HILL

although he has been racing continuously, he is as good to-day as ever he was. Lanky and ungraceful, Macfarland was considered somewhat of a joke at first, but in one season he improved so rapidly that he soon ranked with the topnotchers. Turning professional in 1894, the California veteran has been one of the best American riders at all phases of the game, and has won many notable victories, not only in America, but in Australia and Europe. Macfarland weighs 191 pounds and stands 6 feet 2 inches in his stockings. Although he has had numerous admirers Macfarland has never married. He is longheaded and crafty and knows how to use his brain as well as his legs. The race just concluded marks the second six days victory for Macfarland. He won the race of 1900, with Elkes as partner, and broke many hour records which, however, were erased last week, and this year finished first in two six nights races before capturing the big continuous grind.

James F. Moran, who shares the victory with Macfarland, is a resident of Chelsea, Mass., and has been riding almost as long as Macfarland. Moran, who i 5 feet 10 inches and weighs about 175 pounds, is one of the interesting figures in the racing game, for if the truth be known, while he does not despise it, Moran does not care so much for the money he derives from it, as from the glory to be had. Moran has competed in seven six day grinds, and exclusive of the one just past, has finished second, third, fifth, seventh and ninth; one year he did not finish. Moran is a shrewd business man, and is "well fixed," owning a large dairy and pork business in Chelsea, besides being considerably involved in real estate transactions. He also owns an interest in the Newark velodrome.

Walter Rutt was born at Morsbach, Aix-la-Chappelle, September 20th, 1883. As has been told many times Rutt learned that he could ride a bicycle while studying medicine, and he gave up this profession for the glory and cash of the cycle path. He began riding in 1900, turning professional the same year, and has won many big victories, among them being the Australian championship, the Adelaide Blue Ribbon, the championship of Germany in 1902 and 1903, and the Grand Prix de la Republique, in 1904. He weighs 174 pounds, is 5 feet 7 inches in height, and bears a striking similarity to Frank L. Kramer. Rutt is married, has one child and makes his home in the fashionable suburbs of Paris. He finished third in the six days race of 1906, with Macfarland as partner; last year he and Stol won the race. Rutt speaks German, French, English and Danish, besides a smattering of Italian.

John Stol is a native of Amsterdam, Holland, and has been following the racing game as a means of livelihood for six years, turning professional in 1903. He was the champion sprinter of Holland for several years. The little Hollander has been a prominent contender in five six days grinds, Arthur Vanderstuyft being his partner for the first three years. Stol is 23 years old, weighs 146 pounds and measures 5 feet 3 inches. He is not married.

Walter De Mara, who with Fred Hill, was the big surprise of the race, was born in Providence, R. I., June 8, 1883, but for several years has been making his residence in California. De Mara was the crack western amateur last year and inscribed his name on the record book in several places. This was his first season as a professional, but he made a good record in sprint races. De Mara weighs 176 pounds

Fred Hill is a native of Watertown, Mass., and began riding three years ago. This year he finished second in the amateur championship, and was one of several riders that were turned professional late in the fall. Hill was born February 5th, 1888, weighs 151 pounds and stands 5 feet 9½ inches.

MACLEAN ROMPS AROUND WILLS

American Champion Repeatedly Laps the Hour Record Holder—Bussey Wins 10 Miles Event in Boston.

Although Albert Edward Wills, the little English pace follower who holds the world's hour record, had little or no trouble in disposing of Robert J. Walthour, of Atlanta, Ga., in their match two weeks ago, he found a more difficult proposition when he met American Champion Hugh MacLean at the Park Square Coliseum, at Boston, last Saturday night, 12th inst. MacLean and Wills came together in a 20 miles motor paced race and the Englishman was no match at all for the American, the latter lapping him 13 times during the race. The distance was covered in 33:38⅕.

Naturally the match between MacLean and Wills was the feature of the meet, and it served to attract 6,000 spectators to the winter track. Schultz paced Wills and Ruden was in front for MacLean. The men started from opposite sides of the track, Arthur Duffy, the former crack American runner, starting MacLean, while Alfred Shrubb, the English professional runner, escorted Wills to the tape.

MacLean unwound a hard pace from the very start and in a few minutes of riding had come up within a few feet of Wills. Before five miles were covered the American champion had twice lapped the world's hour record holder. From that time to the finish the race was uninteresting as the American simply rode rings around the Englishman, 11 rings in all. Although he was in condition two weeks previous when he met Walthour, Wills appeared to be not in the best shape and has asked for a return match with MacLean.

A two miles motor race, a ten miles open and a mile handicap for amateurs and a special professional sprint match made up the remainder of the program. Schultz easily defeated Ruden in the motorcycle match, and W. H. Bussey, of Brockton, won the ten miles open after a hard sprint against Hayes of Cambridge. McKinnon was third and Stillman fourth. Goodrich won the mile amateur handicap with Bussey second, Connolly third and McKinnon fourth. A match sprint race between Dennin Connolly, Bob Lake and Hugh McPartland, was won by Connolly in two straight heats, both heats being at one mile. The summaries:

One mile handicap, amateur—First heat won by Hayes (45); second, Farren (60); third, Gray (125). Time, 2:10⅖. Second heat won by Bussey ((5); second, LaMontague (70); third, McKinnon (35). Time, 2:13⅖. Third heat won by Goodrich (50); second, Stillman (35); third, Tom Connolly (scratch). Time, 2:07⅖. Final heat won by Goodrich; second, Bussey; third, Connolly; fourth, McKinnon. Time, 2:07⅕.

One mile, professional match—First heat won by Dennis Connolly; second, Hugh McPartland; third, Bob Lake. Time, 1:12⅗. Second heat and match won by Connolly; second McPartland; third, Lake. Time, 1:19⅗.

Ten miles open, amateur—Won by Bussey; second, Hayes; third, McKinnon; fourth, Stillman. Time, 20.05⅕.

Two miles motor, professional—Won by Schultz; second, Ruden. Time, 3:11⅖.

Twenty miles motor paced match, professional—Won by Hugh MacLean, America; second, A. E. Wills, England. Time, 533:28⅕.

Morgan's Trophy for Motorcycle Mileage.

W. J. Morgan—"Senator" Morgan that was—has had completed the mileage tro-



phy which has been offered to stimulate interest in the New Jersey Motorcycle Club, of Newark, of which he is president. As the accompanying illustration of it serves to show, the gift is of an impressive size and design and is an agreeable departure from the pewter loving cups which so generally have been the rule. The metal work is a shield of bronze, 8 by 10 inches, with the figures in relief, mounted on a large panel of old oak. It is to be awarded the member of the club riding the greatest number of miles between May, 1908 and May, 1909.

Septuagenarian Cyclist Issues a Challenge.

With the six days race almost history the next contest may be a race for septuagenarians. According to the Boston Post Samuel A. Coombs, one of Roxbury's (Mass.) citizens, an old fire captain and a civil war veteran, has challenged any man of his age to a road race. The published challenge is as follows:

"I challenge any man of my age, 70 years, or thereabouts, to a road race on bicycles, the rules and course to be agreed upon at the acceptance of this challenge by any man who is qualified, by his age, to accept."

"HARES" OUTRUN THE "HOUNDS"

C. R. C. of A. Holds a Successful Cross Country Contest—The "Dogs" Fail to Catch Their Quarry.

Scenes suggestive of the glad old days were witnessed up Yonkers way last Sunday, 13th inst. The sight of a score of cyclists riding across lots, fording streams, climbing fences and otherwise disporting themselves as bicycle riders have not been seen to do in years, caused a half dozen sleepy-eyed bucolics to rub their half closed optics and, thinking it was a lynching party, to start in pursuit. The farmers and commuters in that section of Near-New York are yet probably wondering whether the bicycle riders caught the man and whether they lynched him.

But appearances to the contrary notwithstanding, it was not a lynching bee. It simply was the hare and hounds chase promoted by the Century Road Club of America, but their ignorance as to the exact nature of the chase may be pardoned when it is known that it has been many years since such an enjoyable event on bicycles has taken place.

Five "hares"—Fred E. Mommer, Gus Hausenbauer, to say nothing of his brother Charles; W. L. Cummings and Herman Geiner—were let loose from Empire City track fifteen minutes in advance of a pack of hounds, under the leadership of Herman Hintze. The "hares" carried bags of confetti to mark the trail and they led the "hounds" a merry chase. The route took them through three woods, across innumerable lots, over three or four stone walls and through one stream, the total distance being 11 miles. The course was what Mommer calls a "circular triangle" and eventually led both hares and hounds back to Empire city track. The "hares" reached home 45 minutes before the "hounds," who were not keen on the scent, came up panting. Playing "dog" was a new experience for the pack but they liked it so well the chase may be repeated.

Albany Club Under a New Name.

The Albany (N. Y.) Bicycle Club, which has been in the process of reorganization as a social body for some time, has developed into the Metropolitan Club. The new officers are as follows: President, Raymond Allen; vice-president, Samuel McNeill; treasurer, John Fisher; recording secretary, Boyd Martin, and financial secretary, Clifford Clark.

Veteran Cyclists to Hold Reunion.

The "old guard" of the New York Athletic Club's cycling contingent is to gather to-night at a dinner in Hotel Brevoort, New York City. A large delegation of actives and a larger one of "has beens" is expected to be present.

Current Comment

The six-days race in New York is a good thing in more ways than one. Among other things, it permits a number of men on prominent newspapers to show their intimate familiarity with cycling and cycling affairs. It always is easy to pick out these well posted writers. Their use of the word "bike" in headline or in story usually is unfailing evidence of close acquaintance with the subject! In the good old days we always recognized men by that sign. Whenever we heard a rider speak of his "bike" we knew that he was a recent recruit to the ranks, and whenever we saw the word in a newspaper we knew that the reporter or sporting editor was trying to appear wise and well posted. Curiously enough, it was one of the first terms that a novice picked up and one of the first that he dropped. But newspaper reporters never have wholly overcome their liking for it. To my way of thinking there are few colloqualisms more offensive, but I suppose we should be thankful that we escaped "cyke." If I remember aright, the blue ribbon for the shortest and most beautifully expressive sentence in the English language once was awarded for the following:

"I saw a gent in long pants on a bike."

* * *

The six days race is a good thing for quite a few amateur racing men also. It long has been a puzzle to me how so many of these young men who ride only for glory and medals contrive to exist without working. I'll admit that I never have seen the medals pinned on their shirt fronts, but as they are "simon pures," of course I know they must have them—or the orders for them—and that like as not their uncles have them packed in camphor to save them from the moths. But for all of that I had come to believe that the youngsters must be a wealthy lot and wondered why, after a season of hard racing they did not migrate to Florida, California, or Bermuda and spend their winters there like other well-to-do folks. It was therefore quite a shock to discover a number of them mixed up with the pots and pans and other paraphernalia that goes to make up the camp of a six-days rider. Inquiry disclosed that they were there in the capacity of repairmen, helpers and general roustabouts for the professional pluggers. They repair tires, replace broken spokes, polish frames and perform other such manicuring jobs for the haughty millionaires who race for cash and who do not deign to soil their hands by engaging in such dirty menial labor. I was told that this sort of work is just what has helped to furnish spending money for a number of the amateurs during the past summer. The affluent pros toss them a $12 or $15 bill every once in a while and thus provide carfare and cigarettes for the youthful but deserving sportsmen. It therefore now is perfectly plain how so many young men without visible means of livelihood can afford to remain amateurs—for instance, those two young fellows who after racing all summer in Salt Lake City traveled all the way across the continent, and who have been competing in this vicinity ever since. There are others, of course, but every one who knows how vigorously the N. C. A. follows up the amateurs and what mighty efforts it makes to keep the amateur ranks clean and undefiled, knows only too well that no man long would remain therein unless he properly belong there!

* * *

After having played his usual high-minded part in keeping cycling amateurism unsullied, in his capacity as paymaster of professional amateurs—or are they amateur professionals?—it is a pleasure to observe that "good old" Tom Eck has returned to his former charge, Tom Longboat. Previously, when Tom had the Indian in hand he was so jealous of the redskin's amateur status that although the Amateur Athletic Union declared him to be a pro, the British Olympic officials welcomed him as the simon pure article, perhaps because they know that Eck never, never would tie up with any sportsman who did not wear his true colors. Tom might pass the money to amateur cyclists, but to runners never! They say that the recent Longboat-Dorando race refilled Eck's purse as it also swelled the roll of the Canadian hotel keeper who likewise is so unselfish in his devotion to the Indian. I have some reason for believing there are other hotelkeepers right here in the United States, also some others who do not keep hotels, who will be mighty glad that Eck once more is able to pass out the "yellowbacks."

* * *

The picture of that cantilever bicycle in the Bicycling World's report of the Stanley show last week suggests the sort of bicycle that several times within recent years has been in my mind's eye—a bicycle that will lift me a foot or so higher from the ground than do the present types of frames. I have become a mere dawdler. I do not ride far and I've almost forgotten the sensation of speed, and I don't believe there is anyone on two wheels or four who could tempt me to scorch, but for all of that I do not think there ever was a time when I extracted more genuine enjoyment from cycling.

* * *

But to get back to that imaginary bicycle. In the course of my gentle rambles I've more than once wished that I might be seated higher in the air that I might look over hedges and fences and get a better sweep of landscape. It has seemed as if it would add much to the pleasure of cycling—my cycling at any rate. I wonder if there are any other of the "old boys" or the young ones who have had that yearning or longing or sensation or whatever it may be. There have been times when it almost has possessed me. I do not hanker particularly for the old "ordinary" or Star or Eagle, or any other bicycle requiring acrobatic mounting, or inviting spills over the handle bars, nor do I incline to those ugly camel-back safeties that once were produced, for I think a diamond frame mounted on large wheels looks as awkward as anything possibly can look. Until I saw that picture of the British cantilever I had no definite idea of what form the bicycle I want should assume. I simply know that I have desired to be seated considerably higher. That cantilever, however, has enabled me to recall just such a bicycle as I have had in mind. It was styled the Pyramid or the Triangle, and unless my memory fails me, "Charley" Duryea designed it and produced a few of them quite a few years ago. It was a rear driven, chain geared machine and the frame was an exact triangle. It wasn't a bad looker and as it now appears to me, it was a very happy medium between the squatty safety and the lofty ordinary. It did not create a very great stir, for then we were going daft over other things. But, 'pon my soul, I'd like to try one of them to-day. I wonder if one of the manufacturers of to-day could not create a sensation and stimulate his business by "trying out" a model of that sort? I have no idea that it would displace the present type, but I do believe that some demand for it would be found. For I can't believe that I'm alone in my longing to ride "higher up."

* * *

Of course there may be those who will refuse to believe it, but I solemnly vow, swear, affirm, etc., that I saw it with my own eyes—a bicycle store in New York—in New York, mind you—with some Christmas decoration in the show window. I frankly admit that I had to rub both eyes before I could believe them, but they did not deceive me. It is as true as gospel; the festooning is there where all may see. It bears evidence of having been timidly applied, I'll admit, but is there a dealer in the business who undertaking to give such rare evidence of seasonable enterprise cannot be pardoned for being timid about instituting such a cheering fashion? The sight of that window is enough to so shock some of the "other fellows" that they may come to believe they actually are alive. If the fashion spreads some of them may be even found guilty of selling a bicycle or two during Christmastide and if that should happen, think of what may result!

* * *

Seen and heard at a vaudeville house this week: During the progress of a trained animal act a monkey rides a velocipede around the stage. "Introducing the winner of the six days bicycle race!" yells the trainer, and the crowd simply howls. Wonder what Macfarland thinks?

THE ANNOTATOR.

"DOPE" FOR THE SIX-DAYS RACERS

Most of the Drugging is Mythical, but This Year "Dr. Dopem" Appeared—Had Pills for All.

Each year before, during and after a six days race many are the tales about dope used by the riders; toward the end of the week the afternoon newspapers throw every edition spasms anent doped riders whirling deliriously around the wooden bowl; if the faster than his fellow contestants, they are spectators see one rider setting a pace sure to say something like "poor So-and-So, he's full of 'hop'"; and the trainers in one camp will accuse the trainers of every other camp of resorting to the use of stimulating drugs to keep the men riding.

As a matter of fact, there usually has been more poetry than truth in such statements. This year, however, the dope singers had more opportunity to sound their notes than during the preceding five years. The best riders—the veterans of the six day game—have no use for stimulating drugs. They know the ill effects that come from the use, they know that it only is a mistaken notion to think that more than momentary strength can be mustered by taking drugs. Strychnine, digitalis, nitroglycerine and other stimulants of the sort invariably leave bad effects and the wise riders will have none of them.

It is the inexperienced riders, however, who sometimes listen to a dope-fiend trainer and are persuaded by him to take a pellet or two. After one or two six day races they learn to know that any extra strength induced by drugs is at the expense of future effort. Taking drugs to secure additional strength or speed is like burning a candle at both ends to make more light—the effect is gained but it does not last long. The only stimulants indulged in by the old timers is a glass of sherry wine, brandy or champagne, none of which leaves any after effects, the wine or brandy usually being administered in coffee.

The effect of dope never was better illustrated than during the six days race just concluded. A certain old-time trainer who has some sort of "pull" with the promoter of the race, was engaged to assist in looking after the foreigners. It is said that this man is a "dope fiend" himself, but whether or not this is true, it is certain that he would make every bicycle rider under his supervision one. "Old Doctor Dopem," as he may be called, was one of the pests of the race, and there are several trainers who wish that he had been tied on top of the Madison Square Garden tower where the only harm he could have done would have been to feed his poisonous pellets to the bronze Diana.

This man wanted every rider in the race to take some of his speed mixture, and he had pills for every ailment. When Hardy Downing was about to quit he pleaded with him for more than an hour to take some stimulating drug and was only got rid of when a husky trainer pushed him outside the door and locked it. When Pat Logan received his nasty fall this dope-dispensing trainer forced three of his pills down the injured rider's throat. The track physician previously had examined Logan and found him in a condition not dangerous. Later Logan was found to be in such bad shape that he was rushed to the hospital, apparently suffering from pressure on the brain. There it developed that the drug given him had affected his heart and caused



a sinking spell. Otherwise Logan probably would have been back in the race in an hour or so after the fall.

When Walker fell and broke his collarbone, a white pellet was forced down his unresisting throat, although he did not need anything of the sort. Unknown to him, drug was administered to Palmer in his coffee, and it was shameful the way this trainer plied the youthful and inexperienced Peter Drobach with drugs. Drobach is a youngster and it will be some time before he recovers from the effects of the poison. In fact, for two days after the race, Drobach went around in a sort of daze, and scarcely recognized his friends. The foreign riders, particularly Labrousse and Lafourcade, were pitiable looking objects after "Old Doctor Dopem" began his nefarious work.

It is said that Anderson also received large doses of the "hop," but this his trainer strenuously denies, although the appearances indicated to the contrary. Arthur Mitchel, who was connected with the camp of Anderson and Vanoni, claims that most of Anderson's spasmodic speed was the result of imagination. He said that every time Anderson would call for a stimulant, he would give him a glass of cola wine, into which he had put a harmless powder. Anderson thought it was powerful dope, according to Mitchel, and would go to the front and set a furious pace for a few miles

For the first time in bicycle racing oxygen was given one or two of the riders. It was vigorously denied but it is a fact that a tank of oxygen was at the trackside camp of Macfarland and Moran. If oxygen helped Macfarland to victory it easily is seen where the compressed air merchants will do a big business next year.

Motorcycle Thieves in Philadelphia.

The Willow Grove section of Philadelphia is pestered by what are believed to be two up-to-date motorcycle thieves. Several robberies have been reported lately and in each instance two strange men mounted on motorcycles have been seen in the vicinity that the robbery is believed to have been committed. As yet the authorities have been unable to apprehend the riders of the motorcycles, although Philadelphia has a large number of motorcycle police and all riders are supposed to display big boiler plate tags.

Macon Catches a Diligent Thief.

Macon, Ga., has jailed a young thief who not satisfied with stealing a bicycle and selling it to a dealer for $2.50, made plans to "recover" it, evidently to resell it. After selling the machine he was overheard telling his brother to call on the dealer and lay claim to it as stolen property, and the fact led to his arrest. Although Macon is not a very big place, the theft of 20 bicycles has been reported to the police this season and it is thought that the arrest of the young scamp in question may put a damper on the practice.

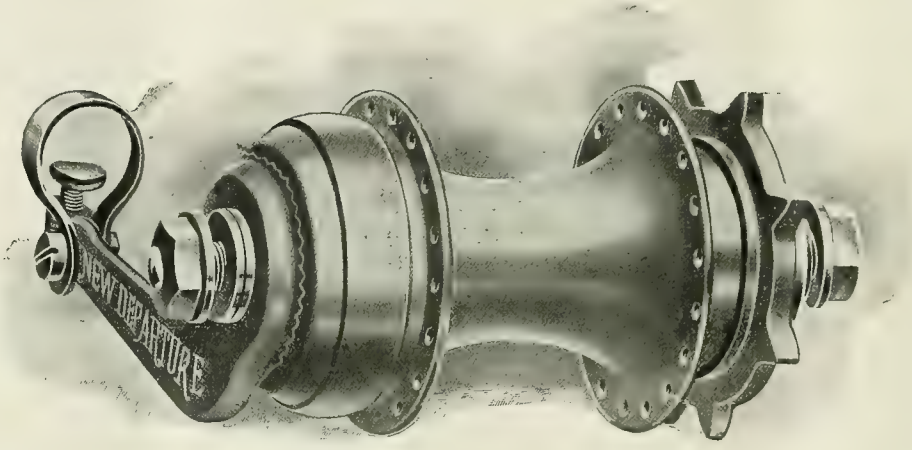
Roy Wheelmen to Reorganize.

The Roy Wheelmen of New York, a prominent metropolitan organization which suffered a relapse when Jean Roy, its organizer, forsook the bicycle business for the attractive are of ironing pleats in ladies' skirts, is to be reorganized. Roy has opened another bicycle store at 135 West Twenty-sixth street, two doors from his former abode, where a meeting to discuss reorganization will be held on Tuesday night, December 20th. The Roys hope to cut a figure in local racing next season.

Omaha Bars Boy Motorcyclists.

No person under 18 years of age will be permitted to ride a motorcycle through the business streets of Omaha, Neb., under the provisions of Councilman McGovern's ordinance, introduced last week. The ordinance also limits the speed of motorcycles and automobiles to eight miles an hour within the limits of a district bounded on the north by Izard street, on the east by the Missouri river, on the south by Leavenworth street, and on the west by Twentieth street.

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ROLLER RACING MADE INTERESTING

Use of Manikins Gives a Touch of Realism to Home Trainer Contests—Full Houses Attracted in Denver.

An idea that might prove of benefit to other dealers has been worked successfully by Tom Botterill, manager of the Pierce Cycle Co.'s Denver (Col.) branch. To draw attention to his place of business and to interest the public in Pierce bicycles Botterill held a home trainer exhibition in his



HOME TRAINER CONTEST WITH MANIKIN RACERS SHOWING ITS PROGRESS

show rooms, lasting one-half hour each day, for one week. The rollers used were very similar to those used in the Davis-Gledhill bicycle act that has been interesting eastern theatre goers upon a miniature track in front of the rollers, and which add so enormously to the interest of a home-trainer contest. As the riders engaged to do the exhibition were John A. Payment and William Costello, both well known Denver speed merchants, Botterill was assured of a large audience every time a race was held.

Chapman to Manage Newark Velodrome.

It was officially announced this week that John M. Chapman, the one time racing man and later the successful manager of the Salt Palace and Saltair tracks at Salt Lake City, has been re-engaged to act as manager of the Newark Velodrome next season.

Asked to tell something about his plans, Chapman said:

"I intend to open the Newark Velodrome the third week in April—on Sunday, that is—and will continue every Sunday the weather is favorable. Beginning the 15th of June we shall hold meets Wednesday nights through June, July, August and September.

"There will not be many radical changes around the track. The bleacher seats will be extended on each side so that the track will present the appearance of a vast outdoor anphitheatre. Last season the seating capacity was inadequate and we want to avoid trouble in this direction next year. There will be several minor improvements making for smooth running.

"Who will ride at the Newark Velodrome? That I cannot say yet, but you may be sure that practically all the riders who were there this season will be on hand next season. Arrangements are pending with one or two European cracks, but as nothing has been settled definitely, I cannot make any statement. However, I confidently expect next season to be the best ever experienced in the east."

Bellezer Wins on the Rollers.

W. Bellezer, riding with a handicap of 15 seconds, proved the winner of the New Century Wheelmen's home trainer competition at San Francisco on December 5th. Bowen, with a handicap of 30 seconds, rode into second place. C. Laye, riding from scratch, although making the best actual time, could not overtake three of his opponents and lost third place by 1 second. The distance was 4 miles, two miles being ridden on the "fast" roller, and the other half on the "slow" roller. The summary:

Rider.	Hdcp. seconds.	Actual time.	Net time.
Bellezer	15	5:34	5:19
Bowen	30	5:57	5:27
Taggart	15	5:44	5:29
Laye	scratch	5:30	5:30
T. Werner	20	5:56	5:36
Diver	10	5:48	5:38
Petry	20	5:58	5:38
H. Werner	35	6:18	5:43
Sangalli	20	6:08	5:48
Holmes	30	6:36	6:06
Donovan	20	6:32	6:12
Whitehead	35	6:47	6:13
Spoonser	20	6:42	6:22
Buttleman	20	Did not finish.	

RIDERS INSIST ON TEAM RACES

Their Stand Upsets Plan for Reviving Old Style Six Days Contests—Entrants for Kansas City Grind.

Despite the efforts of John M. Chapman, John West, and others to bring about a revival of individual long distance riding, such as was in vogue in New York years ago before the State Legislature passed a law prohibiting it, the plan has not met with favor.

The idea was to run the Kansas City, Denver and Minneapolis abbreviated six days races on the individual instead of the team basis. When the idea was broached to the riders, however, the ambitious promotors struck a snag that ripped a hole in their balloon of ambition. The riders flatly refused to enter such races and accordingly the team plan will continue to prevail.

Although the teams have not been made up all the riders that will compete in the Kansas City six days (8 hours a day) race during the first week in February have been engaged. The biggest surprise is that Champion Frank L. Kramer intends to compete. As Kramer does not need the money the only reason that can be given for his appearance in an eight hours a day grind is that he considers it will put him in shape for the spring season. Besides Kramer, the other riders who have been booked are Fogler, Root, Moran, Downing, Lawson, Drobach, Palmer, Rupprecht, Devonovitch, Halligan, Cameron, Ashurst, Mackay, Hill, Walker, De Mara, Bardgett and Mitten. John M. Chapman will manage the Kansas City race as well as the races in Denver and Minneapolis, if the latter cities prove receptive.

Tim Hurst to Promote Races.

The bicycle racing game has been so good lately that everybody is trying to get a finger in the pie. The latest aspirant for managerial honors is Tim Hurst, of New York, who has been identified with baseball and prize fighting interests for some few years. Hurst is well known in St. Louis, and that city will be the scene of his operations.

Last week Hurst was busy circulating a paper among the riders asking them to sign to ride in a six days (12 hours a day) to be held in St. Louis the week of January 18 to 23. Hurst is to advance the transportation to St. Louis. The riders are to receive 35 per cent. of the gross receipts, 20 per cent. going to the winning team. A majority of the riders thought 12 hours a day too long, and suggested that the race be made 10 hours a day. If this is done doubtless more riders than signed last week will take a chance and go to Missouri. The riders who already have signed are Mitten, Downing, De Mara, Drobach, Devonovitch, Mackay, Halligan, Cameron, Walker and Palmer.

PRIZE BEAUTY'S BICYCLE STOLEN

It Was Gold Plated and Its Loss Made the Modern Venus Angry—The Alleged Thief Held for Trial.

Naturally it would make any lady who owned a gold plated bicycle for which she paid $200 ten years ago peevish to have it stolen. That is why Louise Montague, the one-time $10,000 beauty, gave short answers Monday in the Jefferson Market court to the lawyer who was defending Charles Lipsky, of Brooklyn, whom she accused of having stolen the costly machine.

After all, the bicycle, with its robin's egg blue enamel and gold plating, was none too costly or gorgeous to be ridden by a $10,000 prize beauty, for such it developed in court that Miss Montague was some years ago, when she won the contest for the woman having the most perfect physical proportions. Miss Montague wanted it distinctly understood that she was the original prototype of Venus, and that she had all the present Maud Odells, Ray Beveridges and other prize beauties "beaten to a frazzle."

With such claims to distinction it was natural that the most beautiful woman in the world had to have the most beautiful bicycle in the world, and Miss Montague used it for some years. Then she placed it in the store room of her home in 82 West Twelfth street. In court she testified that she missed the bicycle on October 4th, but did not report the loss to the police until a month later, hoping to find some clue to the thief.

Detectives Forbes and Toner were put on the case and decided that the bicycle was stolen by some one familiar with the building. They snooped around the house for some time and their suspicions fastened upon Lipsky, the elevator boy. They testified in court Monday that two of his companions told them that Lipsky had stated that he had taken Miss Montague's bicycle and had sold it.

Lipsky was held in $1,000 bail for trial.

Advocates State Police on Motorcycles.

At the recent conference of governors in Boston, which was held with a view of promoting uniformity of legislation, the organization of a State police force mounted on motorcycles was advanced as a probable solution of the so called "automobile problem." Francis Hurtubis, Jr., who is counsel for several Massachusetts automobile associations, was the author of the suggestion.

"My opinion is," he said, "that if each of the New England States were divided into a number of districts, each district in charge of a State police officer having under him one or two or more assistants, all mounted on motorcycles, whose duty it was to prevent fast or reckless driving in their respective districts, I believe the problem would be better solved than by a few towns establishing and working 'traps.'"

Laws requiring lights on all vehicles after nightfall was among the other suggestions advocated.

Huyck Spurns Real Spending Money.

Before Fred Huyck, the Chicago motorcycle record holder, went west to tear a few more holes in the glorious climate of California, he was subjected to temptation. George Adams, one of his Chicago chums, played the part of tempter. He offered him real money, but being an amateur and having no use for the filthy stuff, Huyck



spurned it. As proof, Adams sends the accompanying picture. He declares that he simply sought to purchase Huyck's mascot, which the record breaker is holding in his lap, but that the "Chicago cyclone" would not even turn his head to look at the $111 bill which the camera caught him in the act of offering. In Chicago, Adams has a good reputation for veracity.

Council Bluffs Wants a Saucer.

Council Bluffs, Iowa, a live cycling center, has visions of an indoor board track. A new auditorium, said to be as large as Madison Square Garden, has just been completed and the bicyclists of that city are clamoring for a ten or twelve lap banked track. W. F. Maus, of the National Cycling Club, will broach the matter to the proper authorities and if the latter are favorable to the plan it is stated that the money necessary will be forthcoming.

New Bicycles for Atlanta Police.

The Miami Cycle & Mfg. Co. has secured another police order—that for refitting the Cleveland (Ohio) bicycle squad of 15 men. The order was obtained through the Lister Bicycle Co., the Cleveland agents for Racycles and marks the second year that that brand has been chosen.

MUNROE A "WORLD'S CHAMPION"

He Himself Says so and His Performances "Please the Most Fastidious"—How He "Paints the Lily."

Ben Munroe evidently dislikes going to work to the same extent as do other bicycle riders. Some time ago Ben announced his intention of going into outdoor vaudeville, but since announcing his plans the Memphis rider has not drawn enough salary to make Harry Lauder, Vesta Victoria, Alice Loyd and other twiceaday performers envious.

In fact, Munroe has been taking long strides from meal tick to meal ticket. Like other embryo geniuses Ben realizes that all that is necessary for him to become famous is to have the public give him a trial, and he has been writing burning letters to Macon, Ga., in an effort to get on in that city.

Ben's stunt, as stated in the Bicycling World some time ago, is to ride a bicycle for ten miles against ten horses, a fresh equine being used every lap. Originally he was going to do the stunt unpaced, but thinking this might make him work too hard, has decided to have himself paced by an automobile. The real reason Ben has not been able to grab off a square with his stunt is that there are not ten horses in any southern city that are automobile "broke."

Ben's—beg pardon, it's "Mistah Munroe" in Georgia and Tennessee—latest letter to the Macon promoters describes himself as the "champion and world-famed endurance bicyclist," and goes on to say that he gives "a most thrilling, exciting and at the same time a most pleasing exhibition, which may be safely attended by the most fastidious. I generally like Saturday the best. Our exhibition brings out the very best class of people to whom we especially appeal."

A Macon paper states that "Mr. Munroe is to the bicycle world what Barney Oldfield is to automobile enthusiasts. He holds three undisputed world's records." What they are it doesn't state, however.

Munroe has enlarged his act considerably since his original world's champion letterheads were printed. In addition to riding against ten pieces of thoroughbred horseflesh, Munroe will ride "one mile on a bicycle, paced by an automobile for the purpose of beating all existing records for this distance." Also there is to be—when he gets an engagement—a series of bicycle races for messengers boys and an automobile novelty race.

Managers of disused horse tracks will please write.

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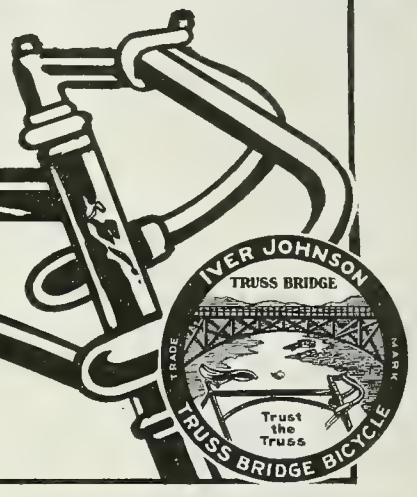
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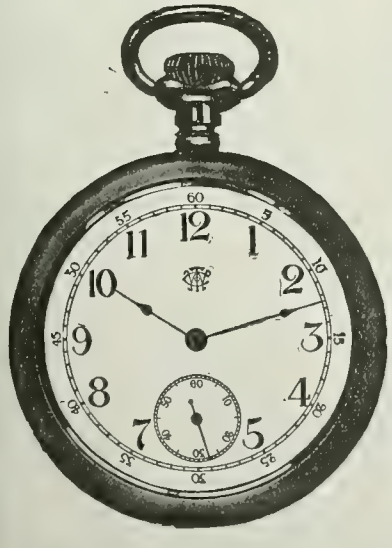
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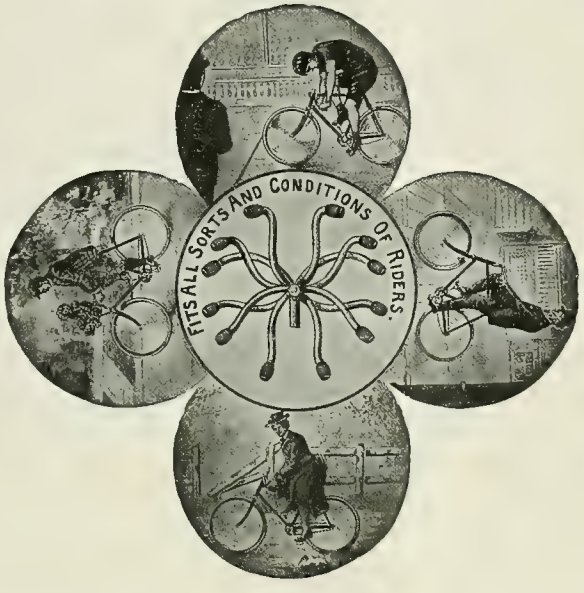
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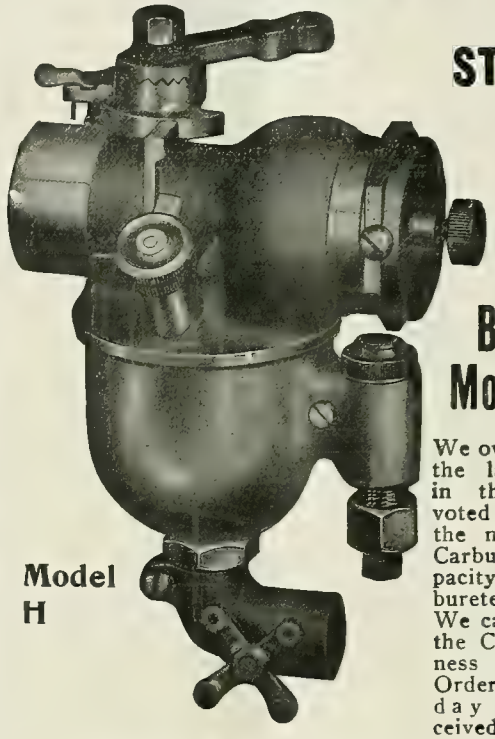
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THE BICYCLE THAT WINS



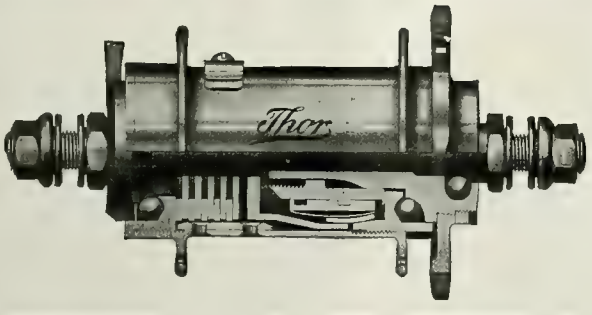
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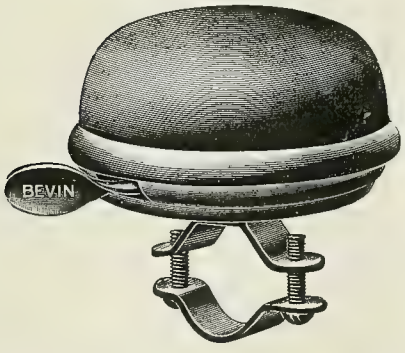
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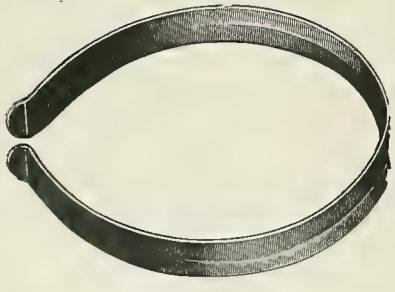
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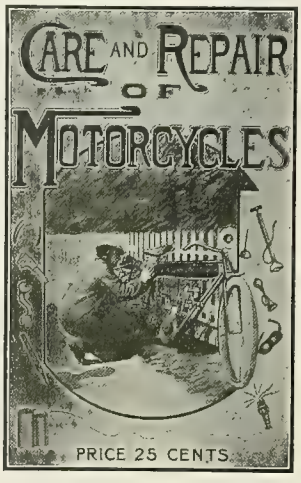
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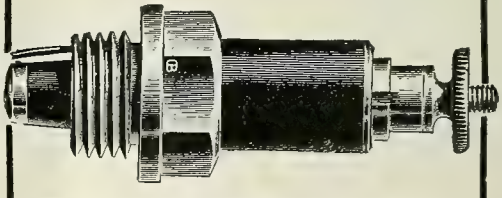
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Goodyear Pathfinder Single Tube Tires have solved bicycle tire trouble for pleased riders all over the country.

These tires have become famous because they are not only resilient and easy riding, but *durable* as well. They *last.*

The trouble with most bicycle tires is that they are not both easy and long lived. If they are yielding enough to ride comfortably they soon wear out, and if they are strong enough to last they are so hard as to be practically solid tires.

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To this wearing strength we also unite by the special Goodyear construction easy riding quality called "resiliency."

Pathfinder Tires are made of gum as nearly pure as possible in a bicycle tire which will vulcanize properly.

The fabric is Egyptian of special close weave which, while very pliable, is of great strength. This fabric costs us 33 cents a yard. We could use ordinary muslin at 5½ cents a yard. But the tensile strength of a strip of the Egyptian is 300 pounds, while that of ordinary muslin is only 40 to 60 pounds.

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Notice the Pathfinder Tire's cover. There's a cover that will be good and strong when others have been worn out and thrown away. Yet the Pathfinder yields and springs in your hands.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear.

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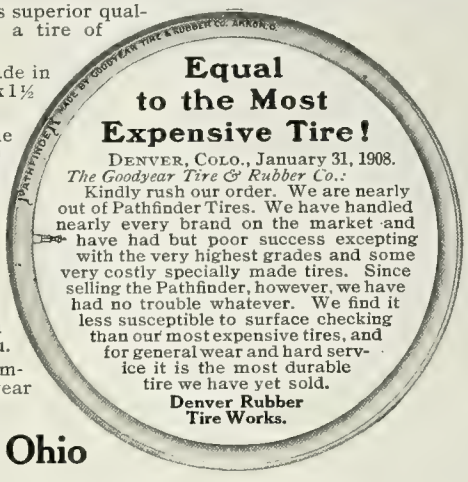
Remember—with all its superior qualities, the Pathfinder is a tire of moderate price.

The Pathfinder is made in sizes 28 x 1¼, 28 x 1⅜, 28 x 1½ and 28 x 1⅝.

We have throughout the country more than 350 Pathfinder agents, who tell us it is far and away the most popular tire they ever handled.

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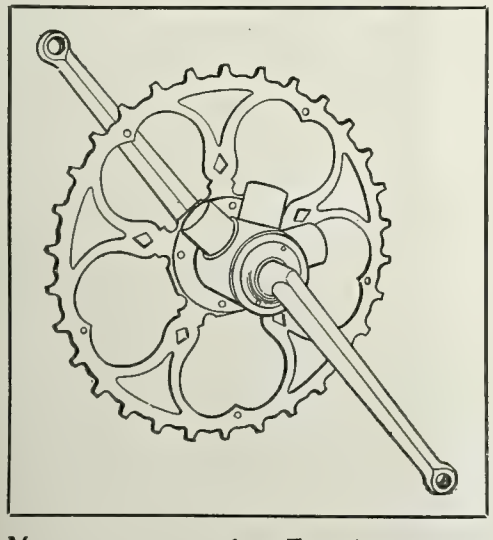
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You can get the Fauber on your bicycles merely by insisting that they be fitted with it.

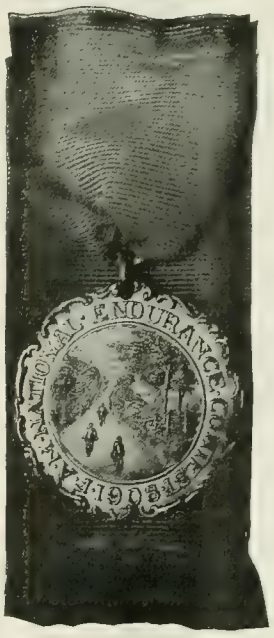
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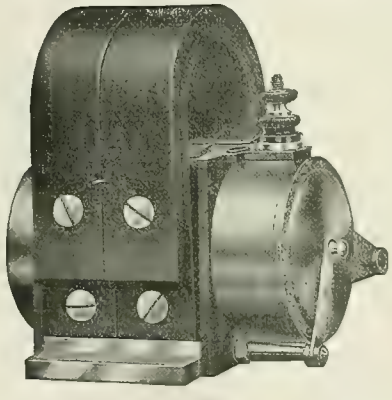
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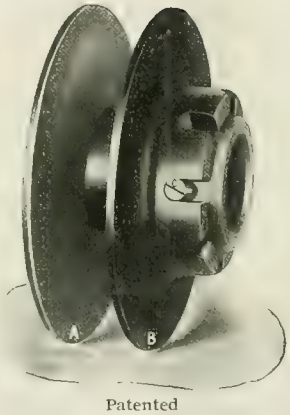
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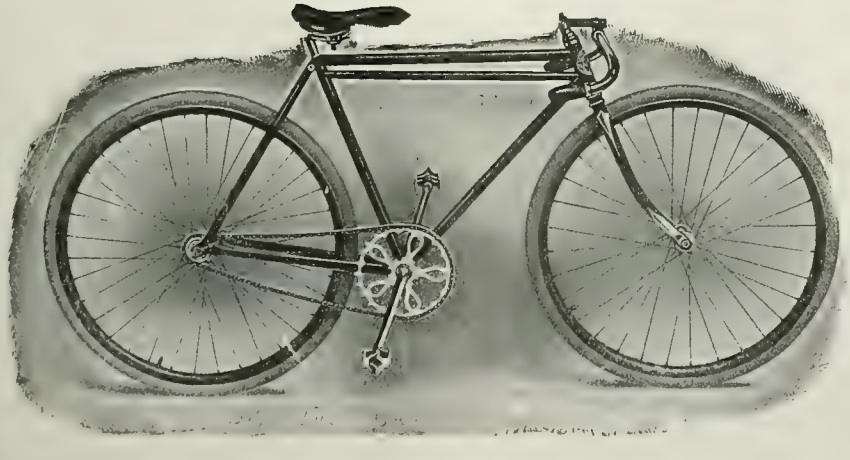
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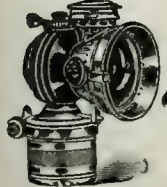
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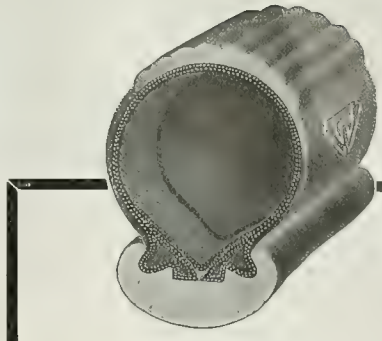


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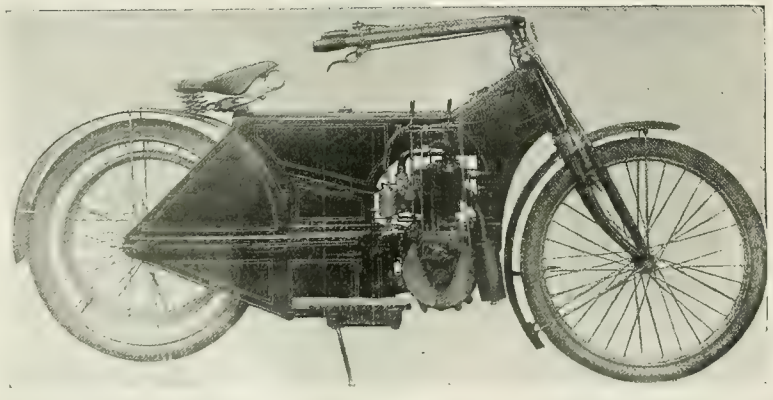
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Kokomo Motorcycle Tire

with its gridiron tread



will render him proof against some of the "slings and arrows of outrageous fortune" which have attended past use of motorcycles.

Applied to pedal machines, the

Kokomo Bicycle Tires





for many years have been the means of adding to the happiness and satisfaction of cyclists. The tires never were better than they are today. We are as jealous as ever of "Kokomo quality."

KOKOMO RUBBER COMPANY

KOKOMO, INDIANA

Excelsior Dealers

ARE PROSPEROUS DEALERS

Satisfied owners have made them so. The unfailing QUALITY, RELIABILITY and SERVICE of the Excelsior Auto-Cycle has been positively proven in every big event of the past season as well as in practical daily service.

Our 1909 line and our 1909 Agency proposition will be the best ever offered. Live dealers cannot afford to miss it, but Excelsior Auto-Cycles will be sold by established dealers only, no curbstone brokers or pocket agencies, and at a fixed and invariable price.

Excelsior Auto-Cycles

WRITE TODAY FOR OPEN TERRITORY

EXCELSIOR SUPPLY COMPANY

Established 1876. **233-237 Randolph St., Chicago, Ill.**

WINNERS
IN ALL KINDS OF RACING

Best All-round Showing for 1908

McFARLAND on TRIBUNE makes best all-round showing for the year of 1908. Up to November 21st he led by fifteen points all other American racers. Events on which points were scored were pursuit, match sprint, tandem, motor paced, handicap and scratch.

Bedell, Bardgett, Root, McLean, Wiley, Moran, DeMara, Mitten and Logan, also mounted on Pope Bicycles, were among the first twenty.

Motor Paced

McLEAN on COLUMBIA easily beats the English champion, Wills, in a twenty-mile motor paced race at Boston, December 12th, establishing new record.

Six-Day International

McFARLAND and MORAN on TRIBUNE and COLUMBIA Bicycles won the great Six-Day International Bicycle Race at New York, December 7th to 12th, making 2,737 miles, one lap, and BREAKING ALL EXISTING RECORDS. Out of sixteen men to finish, eight were mounted on COLUMBIA and TRIBUNE Bicycles. Only three men on other American Bicycles finished.

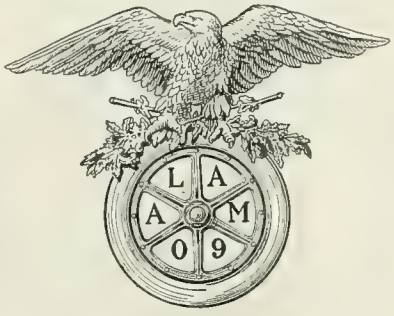


New York - Boston Road Record

PERREAULT, giving the final road test to the **1909 COLUMBIA** Roadster in June, 1908, breaks the New York - Boston Road record.

IF **YOU** WANT TO WIN IN **ANY** KIND OF A BICYCLE CONTEST, RIDE A **POPE** BICYCLE

POPE MANUFACTURING CO., Hartford, Conn.



FIRST AND ONLY COMPLETE EXHIBIT

of

1909

Motorcycles and Accessories

at the

Ninth National Automobile Show

at

MADISON SQUARE GARDEN

January 16th to 23rd, 1909

Under the Auspices of

Association of Licensed Automobile Manufacturers

THE MOTORCYCLE MANUFACTURERS ASSOCIATION

will exhibit in no other show in New York this season.

The following firms will exhibit:

MOTORCYCLES

AMERICAN MOTOR CO.
AUTO-BI CO.
AURORA AUTOMATIC MACHINERY CO.
CONSOLIDATED MFG. CO.
CROUCH MOTOR CO.
G. H. CURTISS MFG. CO.
EXCELSIOR SUPPLY CO.
HARLEY-DAVIDSON MOTOR CO.
HENDEE MFG. CO.
MERKEL-LIGHT MOTOR CO.
NEW ERA GAS ENGINE CO.
N. S. U. MOTOR CO.
OVINGTON MOTOR CO.
PIERCE CYCLE CO.
READING STANDARD CO.
RELIANCE MOTORCYCLE CO.
THIEM MFG. CO.
WALTON MOTOR CO., INC.

ACCESSORIES

F. A. BAKER & CO.
ECLIPSE MACHINE CO.
H. & F. MESINGER MFG. CO.
MOTOR CAR EQUIPMENT CO.
NEW DEPARTURE MFG. CO.
PERSONS MFG. CO.

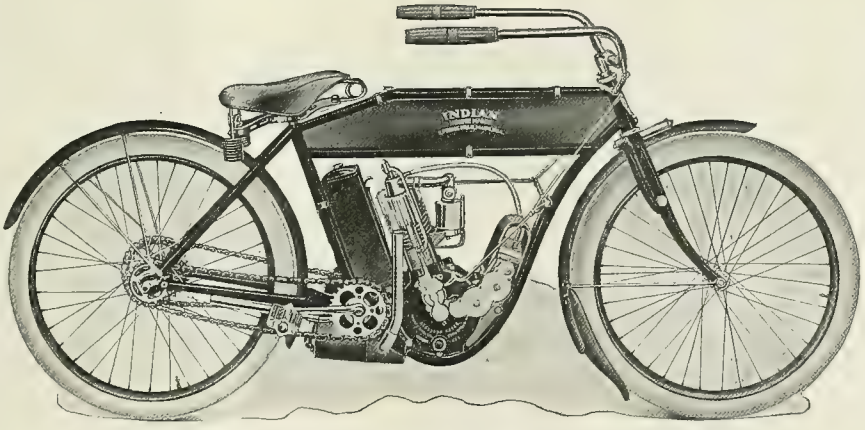
Admission, 50 Cents

Tuesday and Thursday, $1.00

Another Good One

THE '09 INDIAN

CHAIN-DRIVE



BELT-DRIVE

SINGLE CYLINDER MODEL

Neat — Able
Easy Running
Three Sizes

HENDEE MANUFACTURING CO.

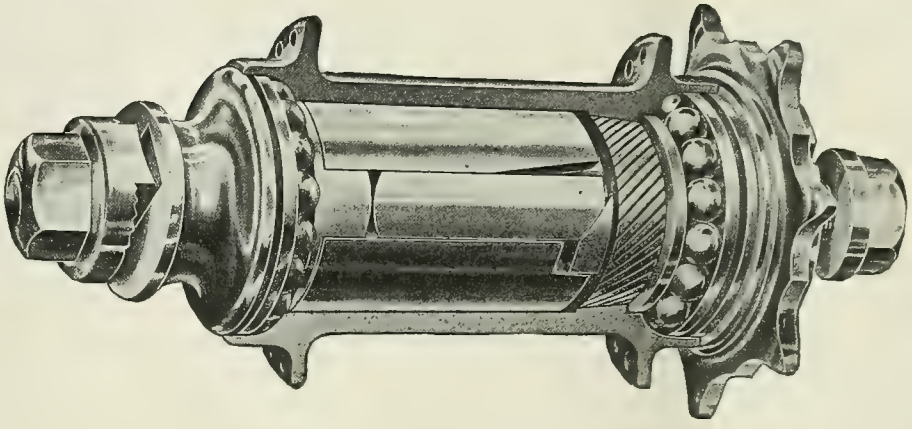
SPRINGFIELD, MASS.

There never was a coaster brake more

Worthy of Its Title

than the

ECLIPSE



The manner in which it has established a

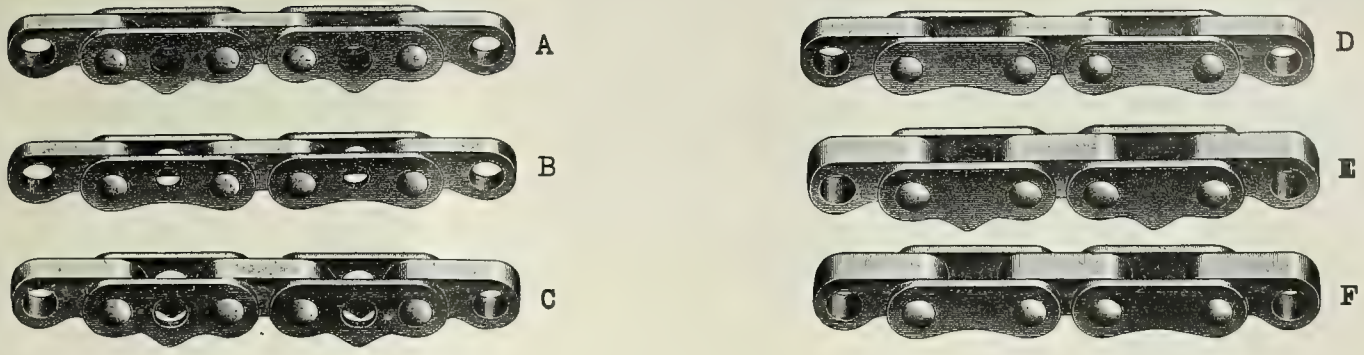
New Standard for Coaster Brakes

has cast all others into the shadow and commanded the admiration and favor of the cycling world. Utterances of "the others" substantiates the first statement; our order book proves the second one.

Is your name on our mailing list?

ECLIPSE MACHINE CO., ELMIRA, N. Y.

Licensed Coaster Brake Manufacturers.



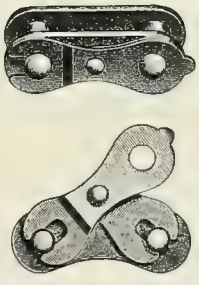
With a new equipment of special machinery and tools we are again making a great specialty of Block Chains for Bicycles and Machine Drives.



INVESTIGATE

Our New Roller Chains 5/8" Pitch

For Motorcycles, Etc.

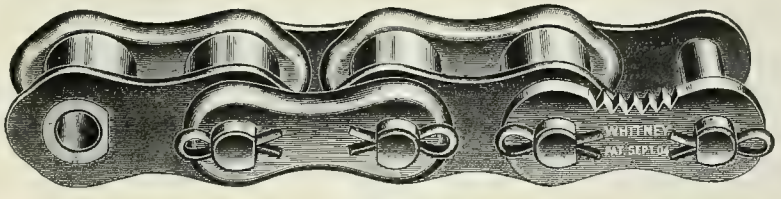


New Patent Safety Connecting Links

For Bicycle and Motorcycle Chains

"WHITNEY" Roller Chains

have been used on many of the cars in the Vanderbilt and Briarcliff Cup Races and have never failed to make perfect records in these events.



(Patented)

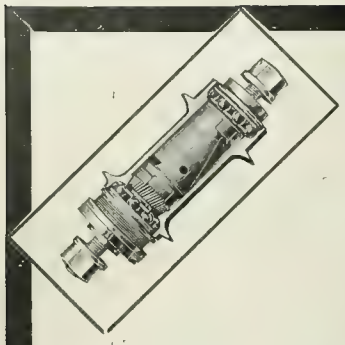


"Whitney" Chains

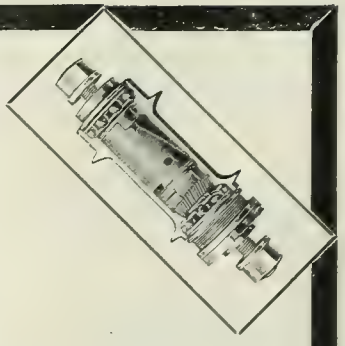
are now made in one of the most modern of American fire-proof factories.

The Whitney Mfg. Co.

HARTFORD, CONN.



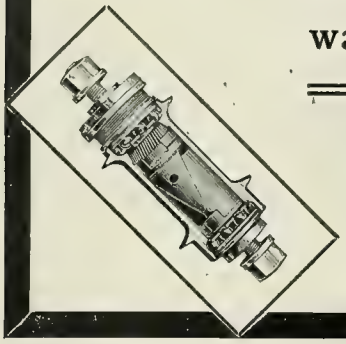
THE ARMLESS BRAKE
WITHOUT
THE LOCK WASHER



The Musselman Coaster and Brake

Let us tell you why we do not use a lock washer in the Musselman Brake construction.

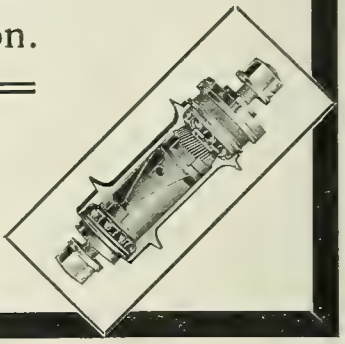
THERE'S A GOOD REASON



The Miami Cycle & Mfg. Co.

MIDDLETOWN, OHIO

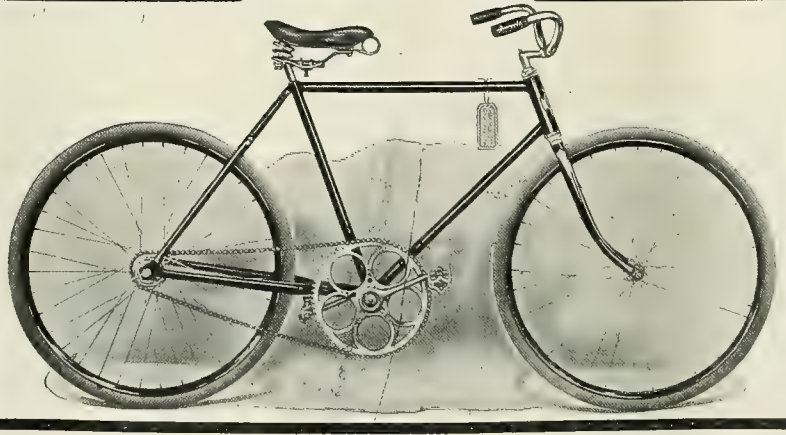
Licensed Coaster Brake Manufacturers



THE RACYCLE "SILENT RIDEABOUT"

MODEL 142

"Runs Like A Belt"



"Runs Like A Belt"

One of the new features of our 1909 line—70 tooth ½" pitch Front Sprocket

Diamond Roller Chain, Turned Head Fittings, Turned Hubs, Musselman Coaster Brake. Write for catalog and agents' prices.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

F. M. JONES, Pacific Coast Representative, Sacramento, Cal.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Volume LVIII | New York, U. S. A. Saturday, December 26, 1908 | No. 14

SWINDLER ASSUMES INDIAN GUISE

Misrepresentative of the Hendee Company Operating Among Western Agents—His Method and His Description.

If there should drop in on any dealer in motorcycles a slim, six foot young man who talks through his nose, it will be well for the dealer to button his pocket tightly and frame his mouth to say No.

There is a chap of that description now traveling the West and so far as heard from he has bestowed most of his attentions on Indian agents. He gives the name Wilcox, claims to be a traveling representative of the Hendee Mfg. Co., and talks familiarly of its affairs and some of the men connected with the company. Before he takes his departure he discovers that he is a little short of funds and if the dealer will but advance him a few dollars he will remember it kindly and return the loan "as soon as his check from the factory arrives." Of course it never arrives and the tall, slim young man never pays a second visit. It is the old game, but this latest swindler—for such he is—appears to have played it with some profit to himself. The Hendee company state that they have no man of that name or description in their employ.

"Wilcox," who is likely to borrow any other name and to represent himself as the traveler for any other manufacturer, is described as being about 6 feet 2 inches in height, slim of figure, and wearing a part in the middle of his rather light hair. His nasal twang is a further characteristic.

Cycle Trade Opposes Tariff Reduction.

The cycle trade has filed a formal protest against any reduction in the tariff on bicycles. A committee representing the industry visited Washington last week and filed with the Ways and Means Committee a brief giving the facts and figures in support of their contention that any reduction in the duty is inadvisable. The brief pointed out the condition of the export trade and emphasized the differences in the cost of labor here and abroad. No spoken addresses were made. The trade committee was composed of Col. George Pope, Pope Mfg. Co.; Percy Pierce, Pierce Cycle Co.; E. J. Lonn, Great Western Mfg. Co.; W. G. Schack, Emblem Mfg. Co., and J. W. Maguire, Consolidated Mfg. Co.

Where Jobbers Will Hold Their Meeting.

The Ashland House, at Fourth avenue and Twenty-fourth street, but a step removed from Madison Square Garden, has been selected as the place for the meeting of the National Association of Bicycle Jobbers which will occur in New York on Thursday, January 21st., during the week of the automobile show in the Garden. The meeting will be called to order at 10 o'clock a. m.

Widmayer Becomes a Corporation.

Frank B. Widmayer, New York City's pioneer motorcycle dealer, finally has become a corporation. Under the style Frank B. Widmayer Co., he has incorporated his business under the laws of New York, with capital stock of $10,000. The officers of the company are: Frank B. Widmayer, president and treasurer; W. F. Widmayer, Jr., vice-president; H. C. Mapp, secretary.

Rise in Rubber Raises Tire Prices.

The remarkable rise in the price of rubber which has marked the last few months has had the natural effect. The G & J Tire Co. this week announced that on January 1st, the list price of their bicycle tires will be advanced 50 cents per pair, that is, from $7.50 to $8.

Harris Returns with Cheering Report.

D. P. Harris, the New York distributor, returned this week from a two months tour of the Pacific Coast. He declared it proved the most fruitful of his many annual visits to that territory.

POPE COMPANY ELECTS OFFICERS

Albert L. Pope as President Assumes Old Company's Property—Payment of Part of Note Issue to be Anticipated.

The Pope Mfg. Co. has come into its own again. Following the incorporation in Connecticut of the new $6,500,000 company and the selection of directors, the latter got together and completed the organization by electing the following officers:

Albert L. Pope, president; Charles E. Walker, vice-president; Colonel George Pope, treasurer; Wilbur C. Walker, secretary, and Ezra M. Cutting, assistant treasurer. Harry Bronner was elected chairman of the board of directors and the firm of Joline, Larkin & Rathbone made general counsel.

Albert L. Pope was first vice-president, and Charles E. Walker second vice-president of the old company in which Col. George Pope and W. C. Walker occupied their present offices. Mr. Bronner, the chairman of the board of directors, who is a new man in Pope affairs, is a New York banker who served as a member of the reorganization committee.

The receivers of the old company formally deeded the property to the new one on Wednesday, 23d inst., when the New Jersey corporation was legally dissolved. Its receivers, of course, have not yet fully wound up their affairs, but are making all haste to that end. Their checks for the fourth and final dividend of 25 per cent., with interest, will be mailed to-day to all creditors.

If the old New Jersey company covered itself with glory by not only paying 100 cents on the dollar, but, what is extremely unusual, 6 per cent. interest also, the new Connecticut corporation inaugurated its affairs as auspiciously. Under the plan of reorganization, the underwriters were given mortgage notes amounting to $800,000,

which mature in three series, due respectively in 1909, 1910 and 1911. When they took account of their effects the new directors found there was sufficient money in hand to meet the third instalment of notes, which amount to $267,000, and they promptly voted to anticipate it. The 1911 notes therefore will be paid two years and seven months before maturity, thus saving the large sum of interest which otherwise would accrue.

Those Booked for the Boston Show.

The motorcycle section of the Boston automobile show, March 6-13, already is well filled. Those who to date have booked space are as follows: Hendee Mfg. Co., Aurora Automatic Machinery Co., Merkel-Light Motor Co., Auto-Bi Co., G. H. Curtiss Mfg. Co., Excelsior Supply Co., Thiem Motor Co., Reading Standard Co., Harley-Davidson Motor Co., New Era Gas Engine Co., American Motor Co., Consolidated Mfg. Co., N. S. U. Motor Co., Ovington Motor Co., Walton Motor Co., Bi-Motor Equipment Co., Bicycling World, and the Motorcycle. The management of the show has set aside an office for the Motorcycle Manufacturers Association and has given instructions that the motorcycle section be given all publicity possible.

Seiss Acquires the Breckenridge Lamp.

The Breckenridge lamp, once fairly well known, is again on the market, the Seiss Mfg. Co., Toledo, Ohio, having acquired the patterns and machinery of the former manufacturers and recommenced the production of the lamp. It is an acetylene burner rated at 125 candlepower. In addition, the Seiss company is turning out the Lightweight kerosene lamp which weighs 14 ounces and lists at $1.50. The D. P. Harris Hardware Co., New York, have been appointed sole distributors of these Seiss productions.

Hess Incorporates His Business.

W. H. Hess, the Chicago motorcycle dealer, has transformed his business into the American Motorcycle Co., which has been incorporated under the laws of Illinois, with capital stock of $15,000. The corporators named are William H. Hess, O. W. Frischkorn, and A. J. Musselman.

New Men Handling Motorcycles.

The Pomona Mfg. Co., Pomona, Cal., have taken up the sale of motorcycles and will handle the Thor. Cook & McDonald, of Sassondido, and E. W. Wilson, of Etiwanda, are two other recent California recruits of the motorcycle trade who likewise will represent the Thor.

Mayo Becomes Successor to Heckler.

James Mayo, of the Mayo Damper Co., has purchased the bicycle business in Reading, Pa., of the late Charles T. Heckler. The latter, who had conducted the business for about 14 years, died several weeks since.

NEW TYPE OF RACING BICYCLE

Grady Produces a Model Marked by Original Features—Radical Departure in the Frame Design.

J. W. Grady, the Worcester (Mass.) jobber, is one man who has never lost his interest in racing. In fact, many times he has played the part of promoter and in the last two or three years has paid particular attention to board track racing. His observations in this direction have led to the creation of a bicycle of new design which is claimed to possess advantages over the ordinary type racing bicycle and which is here illustrated.

The "New England Racer," as Grady's



bicycle is designated, has several points of interest not apparent in other bicycles. The most radical departure in its construction from the accepted methods generally employed lies in the shortening of the rear stays, which are only 14½ inches over all; the average for racing machines is about 18 inches.

This brings the rear wheel four inches closer to the hanger, thereby putting more weight on the rear wheel, and relieving the strain from the front wheel and forks. On small insufficiently banked board tracks, falls frequently have been caused because the rider's rear wheel slipped from under him. This is eliminated in the Grady creation, it is claimed.

By bringing the rear wheel closer to the hanger which, naturally necessitated curving the diagonal tube of the frame, as shown in the accompanying illustration, the chain length is shortened by from 14 to 19 inches. The less chain the less liable it is to jump the sprocket or catch on the top of a tooth and break, and this is one of the claims for superiority in the New England racer. The chain can be adjusted as loosely as desired and it is claimed without danger of jumping the sprocket.

The specifications of the New England racer are 20 or 22 inch frame, in maroon with full nickled forks; D. & J. hanger, three spires roller Coventry chain; Persons saddle; Star racing pedals, and Ideal or Hussey bars.

British Makers Return to Motorcycles.

Humber, Ltd., one of the oldest and most famous of the British cycle concerns, and Alldays & Onions, a newer but important firm, both of which abandoned motorcycles a couple of years ago, have resumed their manufacture. The Premier Cycle Co., another prominent veteran of the cycle trade, also just has added motorcycles to their productions. When Humber and Alldays dropped motorcycles their action freely was pointed to as evidence that motorcycling was "going back." Their re-entry therefore is full of significance.

Brass Tire Plugs in United States Court.

The suit of Louis Schwab, Robert W. Sampson and Frank N. Stevens, of New York, against David Apstein, of Bridgeport, Conn., for infringement of their patents covering the brass tire repair plugs, was given a hearing in the United States Circuit Court in Hartford, Conn., on Tuesday last. Each side brought forward two witnesses and a great display of tires and plugs. Those who appeared for Schwab et al., were Andrew Wilson and Archibald Cox, while Apstein was supported by Charles H. Wilson and Joshua Meltzer. Apstein's chief defense is an attack on the validity of the Schwab-Sampson patents.

New Models for the Reliance Line.

Several new models will be added to the 1909 line of the Reliance Motorcycle Co., Owego, N. Y. Among the new comers will be a 3½ horsepower single with mechanical intake valve and 5 and 7 horsepower twins, also with mechanical inlets. V belts, instead of the flat variety, will be employed on these models.

New Company to Operate at Summit.

Dealing in bicycles is included in the stated objects of the Summit Motor Car Co., Summit, N. J., which was incorporated last week under the laws of that State. It is capitalized at $5,000. The corporators named are Howard L. Day, Rosalie Nelson and Harry Baldwin.

Maino Starts New Store at Bakersfield.

C. A. Maino, who recently disposed of his cycle establishment in San Luis Obispo, Cal., to A. Luchessa, has re-embarked in the business. His new location, however, is Bakersfield, in the same State.

Bosch Removes to Bigger Building.

The Bosch Magneto Co. have completed removal to their new building, 223-225 West Forty-sixth street, New York. The new place affords a considerable increase of "elbow room."

Rochester Dealer Loses $2,000 by Fire.

The bicycle store of Thomas Richter, at 270 Allen street, Rochester, N. Y., was last week badly damaged by fire; the loss is placed at $2,000.

Cook Handling the Curtiss in Rochester.

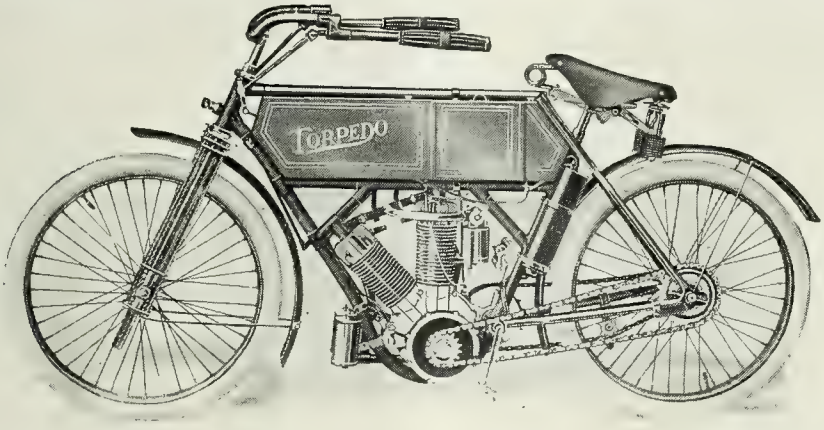
A. D. Cook has established himself in the motorcycle business in Rochester, N. Y., at 103 Monroe avenue. He is handling the Curtiss.

DEVELOPMENTS IN THE TORPEDO

Spring Frame is One of Them, New Design of Handle Bars is Another—The Line for 1909.

Of the 1909 motorcycles which already have made their appearance, the Torpedo, like the others, bears evidence of substantial refinement. Its makers, the Hornecker Motor Mfg. Co., Geneseo, Ill., always have produced a machine of pleasing design and individuality and the new models are no exception to the rule.

The truss frame, which has been touted as a foreign idea, has been a feature of the Torpedo since its inception four or five years ago, and it is, of course, retained and



in the case of the twin model, here illustrated, it has been braced to resist the added strain and in a fashion that inspires confidence, the braces running, one from the lower cross tube to the seat mast, the other to the diagonal tube.

The development of a spring frame, however, probably is the most notable innovation. It embodies exactly the same principle as the distinctive straight plunger spring forks, which have been a Torpedo feature the past four years, and President Hornecker gives his word for it that no spring suspended automobile affords greater comfort.

Longer handle bars fitted with Hartford extension rubber grips have been adopted and are themselves of original design. They are of a modified V shape, the rear portion being slightly dropped and offset, affording a position which is claimed to be more than usually natural and comfortable. The mechanism of the grip control has been altered to conform to the new bars and is itself more substantial than hitherto.

The 1909 muffler also is of new design and one which merits the definition and which is claimed to be wholly devoid of back pressure.

Thor motors and carburetters will be employed on all models, the Hornecker company have abandoned the foreign engine which it used in two or its 1908 models. The Torpedo line, however, will still consists of four models, viz.: a 2¼ and two 3 horsepower models, and one 5 horsepower twin.

Goodyear's Unusual Tire Guarantee.

Having decided to bid again for the favor of the motorcycle trade, the Goodyear Tire & Rubber Co., Akron, Ohio, have placed a four-ply close woven clincher tire on the market and are backing it with an unusual guarantee. They bind themselves to "take care" of it for an entire season; that is, to repair it free of cost regardless of what may be the cause or extent of the damage sustained.

Germany's Exports Continue to Shrink.

The months of September marked no halt in the downward trend of Germany's cycle exportations, which, however, still remain far above the ten millions mark. At the close of September, the record for the nine months was $11,051,000 as against $14,167,000 for the corresponding period of last year. Of the total, $1,937,000 represents the value of 113,630 complete bicycles, an average of $17 per machine. The value of the parts exported is, therefore, $9,124,000, or more than four-fifths of the entire business. The value of the parts shipped during the corresponding period of 1907 was $11,911,500.

Secret of Rust-proofing Process.

The secret of Coslettizing, as the rust-proofing "pickling" process employed by several prominent British cycle manufacturers is styled, is said to lie in the chemical composition of the solution employed, which consists of phosphorous compounds. The metal to be rust-proofed is boiled in a seething black liquid for about an hour, the result being that a perfectly smooth dead black finish is given to it, the chemical being absorbed by the pores of the steel.

About Mailing Catalogs to Australia.

It is well for manufacturers mailing catalogs to Australia to bear in mind that that Commonwealth exacts a duty on all such printed matter. One of the prominent bicycle makers recently permitted the fact to escape him and as a result, 500 catalogs mailed to Australia have been held up.

WHY HE FAILED TO MEET MR. THOR

Sherman is Surprised by a Friend, Who is in Turn Surprised—Identity of the "Inventor" Disclosed.

Before George W. Sherman left for the West to assume the sales management of the Aurora Automatic Machinery Co., he had a little experience which added to his amusement and to an acquaintance's enlightenment. This acquaintance, after extending congratulations to Sherman on his appointment, inquired:

"Have you ever met Mr. Thor himself? He seems to have a big reputation as an inventor."

They say that Sherman appeared startled before a merry twinkle assumed shape in the corners of his eyes.

"No, I've never had the pleasure," he is said to have responded, "although there is no doubting his reputation. He never has even visited the factory."

It then became the turn of the congratulator to appear startled. But Sherman did not long keep him in suspense. He explained that Thor was not an inventor, but a Scandanivian god—the god of thunder, to be exact, and that his reputation stood so high that the men who made up the first calendar named the fifth day of the week in his honor. What now is Thursday originally was Thor's day.

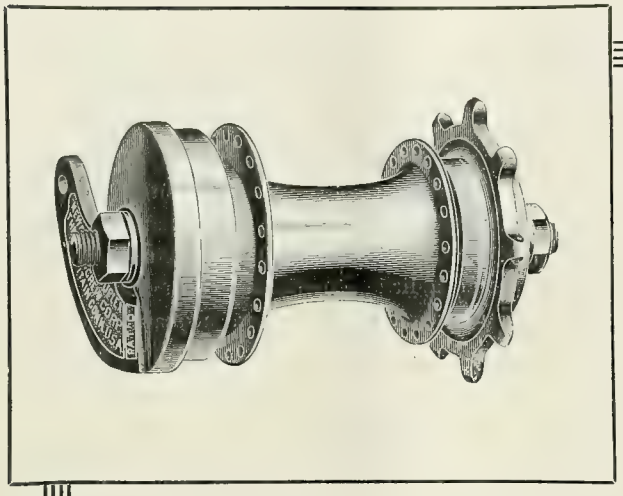
There is no telling how many other men not versed in mythology are possessed of the notion that "Mr. Thor" is the inventor of the coaster brake and motorcycle engine on which the name appears; but it is safe to say that Sherman's acquaintance was not alone in the belief.

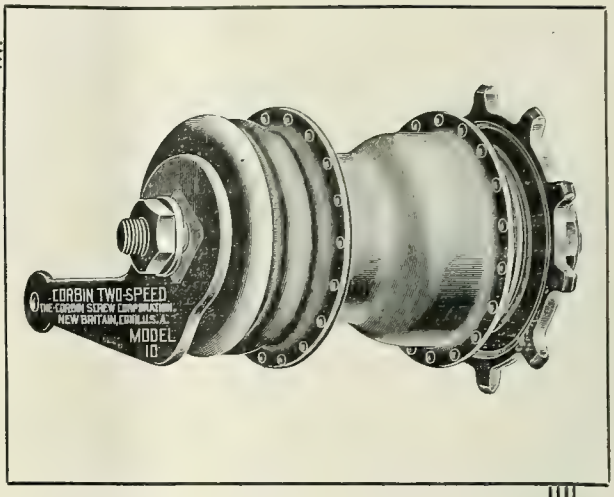
Light on Britain's New Patent Law.

In replying to an inquiry regarding the operation of Great Britain's new patent law which requires that all articles patented be manufactured to an adequate extent in that country, American Consul McCunn at Glasgow writes:

"Despite the clause 'to an adequate extent,' I am informed that it would appear to be in order, in the meantime, to manufacture the parts of a machine in the United Sates and have them assembled in the United Kingdom. The ground on which this view is taken is that each part of the machine, taken separately, is not a patented article, the patent merely applying to the machine as a whole. No test case has yet been taken in the British courts, and I am informed that the above is the generally accepted reading of the law until such a test case is brought."

A company has recently been started in Glasgow having for its object the safeguarding of the property of foreign patentees selling in the British Isles, and one of their pamphlets may be obtained from the Bureau of Manufactures in Washington.





During 1909

the

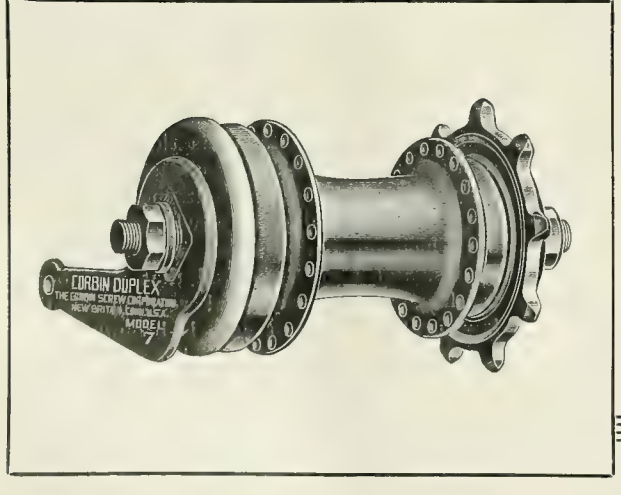
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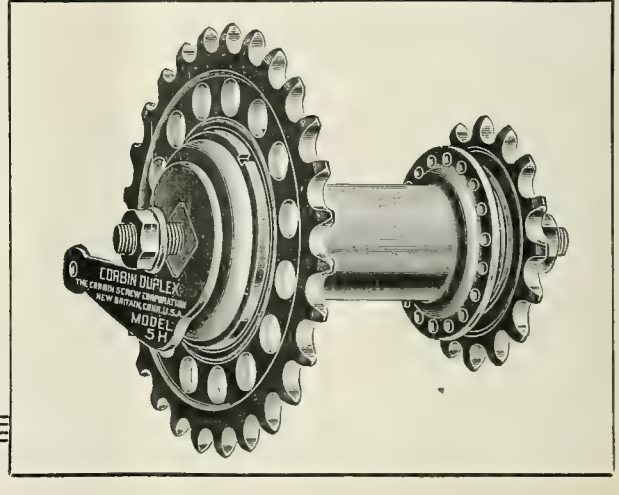
will continue to point the safest and surest way to pleasure and satisfaction. The name Corbin will remain a hallmark for which the thoughtful rider will seek and which the discriminating manufacturers of bicycles and of motorcycles will find it advantageous to place on their productions.

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, DECEMBER 26, 1908.

The New York Motorcycle Show numbers of the Bicycling World and Motorcycle Review will bear dates January 16 and 23. The first number will contain a comprehensive forecast of the motorcycle exhibits in addition to a number of special articles on motorcycle subjects; the second number will contain complete and fully illustrated descriptions of all machines displayed, including their respective innovations and features. They will be issues such as will prove of real assistance to the prospective buyer in selecting his mount for 1909.

The Annual Trifling with Fate.

It is regretable that the little handful of men, who themselves are not members of any bicycle club, but who nevertheless pose as the Associated Cycling Clubs of New York, will persist in their folly of including a motorcycle division in the annual New Year's race to Tarrytown.

Unless they have lost their ability for reasoning they know the peril of scorching in the dark at a speed of 40, 50 and 60 miles per hour. They know that the motorcycles that will be employed on the forthcoming occasion will be more powerful than ever before and that the speed therefore will be more terrific and the danger more acute. They know that for the past several years accidents and near-tragedies have happened—on the last occasion a child was knocked down—and that narrow escapes have been the rule. They know the event is an invitation to break the law and that the law has been and will be broken, and well knowing all these things, the subterfuges of styling the race a "run," and of going through the motions of warning the contenders not to violate the law, will not acquit them of moral guilt when the inevitable tragedy results, even though the act of incorporation may shield them from legal responsibility; their guilt will be greater even than that of the thoughtless novice, or speed-mad enthusiast who may be directly involved in the tragedy, and whom the act of incorporation will not render proof against imprisonment and suits for damage. For the benefit of these misguided youths it would be well did the authorities step in and forbid the race, even if a writ of injunction is necessary to stop it. For to any suit for damages that may result the municipalities involved surely will be made parties.

Scorching at unholy speed in the dark is to be condemned under all circumstances. When it is organized scorching and when prizes are offered deliberately to encourage the limit of speed the offense becomes the more reprehensible and is inexcusable.

The midnight race to Tarrytown is not an event that redounds to the credit or benefit of motorcycling. The man truly interested in its welfare and in his own well being will keep as far from it as is possible.

It is with no desire to wound the sensibilities of the enthusiastic gentleman who is president of the Federation of American Motorcyclists that we suggest that there are some things which it were better to leave unsaid. Even were it true, and however it may have pleased his immediate hearers, it was neither diplomatic, patriotic, graceful, or necessary for the president of the national body to disparage the productions of his own country by expressing his belief at the dinner tendered him in London, that British motorcycles are superior to the American article. That belief represents merely a personal opinion, with which comparatively few men in America will agree and which is not borne out by the tests of practical usage. Opinions voiced by Ovington, the importer, assume a different character when uttered by Ovington, president of the F. A. M. In the latter position it is his duty to uphold, not to belittle, American institutions, nor to damn them with faint praise. If he cannot speak thoroughly well of them it is the part of wisdom that he say nothing.

According to a much-copied item that is going the rounds of the press, "a Milwaukee man, in describing the sights of New York, says that one of the most impressive spectacles is the regular procession of motorcycles down Broadway, the distinguishing feature of which is the number of women in the parade." It is a pity to spoil such a pretty picture, but it is charitable to suppose that the Milwaukee man was overfull of the beverage that made Milwaukee famous—which is for sale in New York—when he thought he saw those parades and counted the number of women in line.

The Pope Mfg. Co. so long was the Santa Claus of the cycle industry that when the old corporation went down the chimney for the last time and tucked 6 per cent. interest in its creditors' stockings, it but lived up to the Pope reputation. It was a Christmas gift that is as unusual as it was welcome and unexpected. And the new company proves that it is worthy to bear the name by promptly anticipating payment of the longest series of its mortgage obligations. Temporary embarrassment is almost worth while when it can be relieved in such fashion.

In so many respects the ideal cycling club, the St. Louis Cycling Club has shown the way in which even such a local organization may be made useful in public affairs. It is high praise and a striking testimonial to such usefulness when the State Engineer of Missouri goes on record with the statement made over his signature that the club is taking more interest and doing more for the cause of highway improvement than any other organization in the State. It would be a good thing for cycling if there were a few such clubs in every State.

"I herewith enclose postal note for renewal of my subscription for your valuable publication. The Bicycling World should be in the hands of every bicycle rider, while the motorcyclist who does not see it is months behind the times."—W. F. C. Arlidge, Meaford, Ont.

THE PLANTS WHEREIN THE AMERICAN BICYCLE AND ITS COMPONENTS ARE PRODUCED



VI.—NEW DEPARTURE MFG. CO.'S FACTORY AT BRISTOL, CONN.

TAYLOR OUTSPRINTS MACEARLAND

Three Exciting Heats in Match Race at Boston—Krebs Springs a Surprise and Halstead Wins Twice.

Although he won the six days race by a sprint that proved too much for two of the best sprinters in the world, Floyd A. Macfarland met his master in the person of "Major" Taylor, at the Park Square Coliseum, Boston, Saturday night last, 19th inst. It required three heats to decide the match, the negro winning the two sprint heats, while the six days record holder was victorious in the pursuit race. One of the largest crowds of the season witnessed Macfarland's defeat.

Although Macfarland lost the match his ears must have rung with pleasureable thrills when he and his six days partner, James F. Moran, were introduced to the big crowd. Macfarland and Moran received an ovation that lasted fully five minutes, and there was another expression of enthusiasm when Walter De Mara and Fred Hill, who finished third in the six days race, also were introduced. The enthusiasm of the Boston "fans" can be understood when it is explained that both Hill and Moran live around Boston. Curiously, their partners both hail from California.

The first heat of the Taylor-Macfarland match was a mile sprint, and in the toss Macfarland drew the pole position. Taylor forced the Californian to take the lead. The men rode slowly for seven laps, Macfarland watching like a hawk for a jump from Taylor. It came at three laps to go, and was so quick that the lanky one from the Golden Gate State could not get into motion before the negro had opened a gap of ten yards. Then began a long hard chase on the part of Macfarland, but the nearest he got to the negro was to reach the latter's rear wheel. The time of the heat was 2:43.

The second heat was a mile pursuit—entirely to Macfarland's liking—and Taylor started from the tape side of the track. The veteran Californian showed his superiority at this style of riding for he gained on the colored man from the start. On the sixth lap Macfarland was trailing Taylor, and resting up before unwinding the sprint which was to carry him by and win the event. At the bell, Macfarland jumped, passed Taylor, and the heat was over in 1 minute 56⅕ seconds, very fast time for the distance.

As each man had won a heat the style and distance of the final was decided by a toss and the victory really depended upon this toss. Taylor won and chose a half mile sprint, which proved his adversary's undoing. Taylor assumed the lead at the start, but by some clever jockeying made Macfarland take the lead. The latter immediately started to unwind and at the bell it looked as though he might have a fighting chance with the Worcester negro. Taylor, however, turned loose a tremendous burst of speed with less than a lap to go, passed Macfarland and won by several lengths. A. J. Clarke, the Australian crack, who is to accompany Macfarland abroad, was disappointed at the outcome and immediately challenged Taylor to a match, the negro accepting.

Floyd Krebs, the Newark rider who was kept out of the New York six days race because of an accident in the Boston race, in which he sustained a fractured collarbone, sprang one of his characteristic surprises when he won the 10 miles open for professionals. There was a good field of starters and the special prizes offered to the leaders at every half mile kept the field in motion all the time. Anderson took six of the special prizes, De Mara got four, Wiley and Mackay three each, and Holbrook and McPartland one each. On the ninth mile De Mara, who was regarded as a likely candidate for the honors, punctured and fell, while the field braced itself for the final mile. At the gun Drobach was leading with Krebs trailing. At six laps to go Anderson made a rush for the front, but was held off by "Herr" Krebs. Two laps from the finish Drobach was still in front with Krebs in second position, followed by Mitten, Cameron and Wiley. At the bell Krebs jumped and had no trouble in winning, while Mitten slid in for second money, with Wiley third. Cameron fell on the last lap and therefore was put out of the money. The time was 23:51⅗.



"MAJOR" TAYLOR

Alfred Halstead showed his generalship and sprinting abilities by winning both amateur events and right here it may be remarked that the young former South African is the only visitor in a decade that has been able to go to Boston and trounce the bean-eating sprinters on their own ground. The New York cracks have tried it several years in succession and failed. Halstead, by the way, is riding better than ever before, which is not remarkable as apparently he does not have to work for a living, and therefore can devote his time exclusively to training.

In the five miles open, a hard race from start to finish, Halstead showed some class. Despite the efforts of Morgan to check him Halstead went to the front at several laps to go and nosed his way in front until the tape. Hayes was a close third. Halstead was the only scratch man to qualify for the final heat of the mile handicap and although there were two or three men on the 125 and 130 yards marks the young South African quickly mowed them down and won with ease. Bussey was second and McKinnon third.

Charles Turville, of Philadelphia, and Carl Ruden, of Manchester, N. H., came together in a two miles match for pacing machines. Turville won, covering the distance in 3:01. The summaries:

Match between "Major" Taylor, Worcester, Mass., and Floyd A. Macfarland, San Jose, Cal.—First heat (one mile sprint), won by Taylor. Time, 2:43. Second heat (one mile pursuit), won by Macfarland. Time, 1:56⅕. Third and final heat (one-half mile sprint), won by Taylor. Time, 1:07.

Ten miles open, professional—Won by Floyd A. Krebs, Newark, N. J.; second, Worth L. Mitten, Davenport, Iowa; third, George Wiley, Syracuse, N. Y. Time, 23:51⅗. Half mile prizes won by Anderson 6, De Mara 4, Wiley and Mackay 3 each, and Holbrook and McPartland 1 each.

One mile handicap, amateur—First heat won by Flaherty (125); second, McKinnon (35); third, Hayes (50). Time, 2:13⅘. Second heat won by Bussey (50); second, Stillman (40); third, La Montague (75). Time, 2:10. Third heat won by Halstead (scratch); second, Snowden (125); third, Pray (130. Time, 2:11. Final heat won by Halstead; second, Bussey; third, McKinnon. Time, 2:14⅘.

Five miles open, amateur—Won by Alfred Halstead; second, Morgan; third, McKinnon; fourth, Bussey. Time, 15:39⅗.

Two miles motorcycle match—Won by Charles Turville, Philadelphia; second, Carl Ruden, Manchester, N. H. Time, 3:01.

Collier's Alleged Hour Record Disallowed.

C. R. Collier's alleged hour record of 70 miles 105 yards made at the Brooklyns 2⅓ miles track some time ago will not be allowed by the British Auto Cycle Union. The distance was measured from a 50 feet line, but as the rules stipulate that motorcycle records made at Brooklands shall be taken from the 10 feet line, the competitions committee has decided that it can only recognize the distance as 67 miles 1,655 yards. Therefore Collier's record is not so wonderful considering that it was made on a banked cement track more than two miles in length, while Fred Huyck's American hour record of a little over 61 miles was made on a one mile dirt track.

MIDNIGHT SCORCHES FOR NEW YEAR

New York to Tarrytown Run to Include Motorcycle Contest—Prospect Wheelmen Card 25 Miles Race.

Following the time-honored custom New Year's Day in the metropolitan section will be ushered in with two bicycle races, both of which will be started at 12:01 a. m., January 1st, but from different points, however.

The custom of a midnight scorch to hail the advent of the new year originated nearly 22 years ago, when the first midnight race to Yonkers and Tarrytown was held. The race next week will be the 22d annual affair of the kind. The other event will be the third annual race of the Prospect Wheelmen.

The New York City to Yonkers and Tarrytown race will, as usual, be managed by the three or four men who style themselves the "Associated Cycling Clubs of the City of New York," an organization which is more name than substance. Despite this fact, however, the National Cycling Association has issued a sanction for the bicycle part of the race. The race will start from Columbus Circle at one minute past midnight next Thursday and the first rider to reach Yonkers will be doused with a magnum of champagne. The first rider to reach Tarrytown also will be presented with a similar dose. Besides the champagne there are several trophies which nobody seems able to win, in addition to several minor prizes. The motorcycle part of the race starts 30 minutes after the pedicyclists, and is the part in which the danger lies—danger which each year has increased as the power is increased. Every year accidents have occurred and sooner or later some one will be killed, but neither that tragic prospect nor protests have served much purpose. The event will not be sanctioned by the F. A. M., and, as usual, all motorcyclists who compete will be suspended.

The Prospect Wheelmen's race will be a 25 miles affair, starting the same time as the other event, but from the club house at 446 College avenue, in the Bronx. The course will take the riders over the Pelham cycle paths to City Island and return.

The Prospect Wheelmen have collected a number of prizes, and topping the list is a Racycle. Among the other prizes is an assortment of tires, coaster brakes, saddles, pedals, lamps, and other accessories useful to the racing cyclist. George Holzhauer, 446 College avenue, is receiving entries.

Ten Teams for Denver's Long Grind.

Ten teams have been announced for the Kansas City eight hours a day six days race which will take place in that city during the week of February 1 to 6. National Champion Frank L. Kramer has been paired with James F. Moran, half winner of the New York grind, and E. F. Root and Joe Fogler again will get together as a team. Iver Lawson has selected Walter De Mara as his mate, and Worth L. Mitten and Walter Bardgett have elected to ride together. The other teams are Edward Rupprecht and Peter Drobach, Fred Hill and George Cameron, Dave Mackay and Alfred Ashurst, Saxon Williams and J. T. Halligan, Elmer J. Collins and Hardy Downing, and W. "Pedaler" Palmer and Gordon Walker. John M. Chapman will manage the race.

Young Vanderstuyft Rides in Paris.

Leon Vanderstuyft, the younger brother of Arthur, made his Parisian debut at the winter track on Sunday, 13th inst., but mishaps in the form of punctures prevented him from making as creditable a showing as he is capable of. Vanderstuyft met Seres, the coming man, and Contenet in a 50 kilometers paced race. Seres won by 18 laps, but Vanderstuyft trounced Contenet, the old French crack, by 4½ laps. At the same meet Charles Vanden Born defeated Hourlier and Bader in a three heat match; the Belgian won all three heats, while Hourlier was able to get second money by finishing second in two heats. In the 50 kilometers human paced race Theile defeated Berther by one-quarter wheel, the closest finish in this kind of a race ever witnessed in Paris. Verlinden was third, the time being 1:00:03⅕, within a few seconds of the record. Rettich won the lap race, with Oscar Schwab a close second.

Dates for the French Road Races.

The dates for the principal professional road races to be held in France next season were announced last week. The season will open with the race from Milan to San Remo, on April 4th. The other dates announced are as follows: Paris-Roubaix, April 11; Roubais-Liege, April 12,; Bordeaux-Paris, May 1 and 2; Paris-Liege, May 16; Tour de Belgique, May 30 and 31; Paris-Brussels, June 20; Tour de France, July 5 to August 1; Paris-Menin, September 5; Paris-Tours, in September, but not definitely decided upon.

Militiamen Promote a Women's Race.

Companies I and L of the Fourth Ohio National Guard, have gone into a queer business—far removed from soldiering. Beginning New Year's Day they will hold a 30 hours bicycle race on a special constructed track in the Broad Oak armory at Columbus. The performers will be a troupe of barnstorming female riders.

Corrected Date for Roy Reorganization.

The reorganization meeting of the Roy Wheelmen of New York will be held on Tuesday next, 29th inst., instead of Tuesday the "20th inst.," as stated in last week's Bicycling World. The meeting will be held at 135 West Twenty-sixth street, and it is likely that a new set of officers will be chosen.

CHELINI IN FAST STRAIGHTAWAY

He Covers a Mile in 55 Seconds at Oakland—Six Exciting Contests at Inter-Club Motorcycle Meet.

A Chelini, riding a 4 horsepower Thor, covered a mile straightaway in the remarkably fast time of 55 seconds, on the San Leandro boulevard, near Oakland, Cal., Sunday, 13th inst. The occasion was a joint meet held on the famous boulevard by the San Francisco and Oakland motorcycle clubs, and Chelini's fast mile was made in the open events for single cylinder machines.

In all six races were held and although the road was not suitable for races of more than one mile, the events, all of which were straightaway, proved exciting at this distance. Chelini had a field day, for besides making the fast time stated in the open event for singles from a flying start, he won the open from a standing start in 1:07, which is pretty fast road work. He also won the open for stock doubles, but the time—1:19—did not compare with that made in the class for singles. C. Heise, on a Merkel, was a close runnerup in both the events for singles which Chelini won. Webel, on a Curtiss, finished second in the event for stock doubles.

Two events for machines of 3 horsepower and under were held, Alpin, on an R-S, winning both. Stone, on a Thor, finished secon in the first race, and Fisher, on a machine of the same make, held the same position in the second race, the time for each event being 1:50. In a mile match between E. E. Stone, Thor, and E. Young, Peerless, the former won, covering the distance in 1:34. The summaries:

One mile, standing start, for single cylinder machines — Won by A. Chelini, 4 Thor; second, C. Heise, 4 Merkel. Time, 1:07.

One mile, standing start, for machines of 3 horsepower and under—Won by Alpin (R-S); second, Stone (Thor); third, Young, (Peerless). Time, 1:50.

One mile, flying start, for single cylinder machines—Won by A. Chelini 4 Thor; second, C. Heise, 3 Merkel. Time, 0:55.

One mile match, standing start—Won by E. E. Stone, 3 Thor; second, E. Young, 2¼ Peerless. Time, 1:34.

One mile standing start for machines of 3 horsepower—Won by Alpin (R-S); second, Fisher (Thor). Time, 1:50.

One mile standing start, for double cylinder machines—Won by A. Chelini, 5 Thor; second, Webel, 6 Curtiss. Time, 1:19.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

BUTLER HAILED AS WORLD'S BEST

American Veteran Wins Great Race at Paris and Pulverizes Records—Guignard and Seres Distanced.

Hailed as the "hero of the hour" and described as the best man now following pace in Europe, Nat Butler, the oldest American rider in harness to-day, won the Prix Paul Dangla at Paris on December 6th. Butler covered the distance of 60 kilometers (37.2 miles) in 44 minutes 4⅗ seconds, breaking Darragon's record by 31⅗ seconds. Guignard was second and Seres, described as the coming man, finished third.



NAT BUTLER PACED BY AMERIGO

The race was held on the winter track and formed the chief event of an interesting program. A crowd numbering 10,000 persons assembled in expectation of a great race, as Seres previously had shown that he is to be reckoned with, and Guignard and Butler already had fought bitter duels.

The French audience almost threw a spasm when Seres paced by Naso, got away half a lap in advance of Guignard, with Butler almost a lap behind. Seres made a great spurt and lapped the American after riding a few laps, but lost the distance gained as soon as Butler settled down to actual work.

At 10 kilometers Seres led in 7 minutes 40⅗ seconds, with Guignard 100 yards behind, and Butler 40 yards back of the latter. At 15 kilometers Guignard moved up and passed Seres, but did not hold the position long for Butler, coming up with a rush, passed both Seres and Guignard and assumed the lead. The end of 20 kilometers (12½ miles), covered in 14 minutes 59 seconds, saw Butler leading Guignard by 220 yards, with Seres one lap behind.

There was no change of position in the next 10 kilometers although Guignard made a brilliant effort to secure the lead. Butler was able to hold him off, however, and the effort cost the Frenchman a lap. Butler not only lapped Guignard and Seres once but continued the killing pace until Guignard dropped five laps and Seres six laps before 40 kilometers. The wonderful sprint by Butler resulted in a record at 40 kilometers, the distance of 25 miles being covered in 29:29.

Butler continued his record breaking ride to the finish and at 50 kilometers, covered in 36:46⅕—the old record being 36:56⅕—had put another lap on Guignard and also on Seres. At the finish Guignard was 6½ laps and Seres 8¼ laps behind the American. Butler was accorded a tremendous ovation by the 10,000 people present and the leading French paper the following day had this to say about the veteran American pace follower:

"Butler is indeed the hero of the hour, and is, all things considered, the best stayer in the world, his victories over Darragon, Walthour and Wills, and his triumph yesterday over Guignard and Seres confirming this decision. Butler is at the present time unbeatable. Before him all the records are pulverized. His victory yesterday was a superb climax to one of the best matches ever held in France."

Meserole Heads Old Guard of L. A. W.

The National Assembly of what remains of the League of American Wheelmen has performed the motions necessary to elect the officials nominated during the Wheel About the Hub in September last. Sixty-one ballots were cast in the mail vote for these officers: President, Walter M. Meserole, Brooklyn, N. Y.; 1st vice-president, Frank W. Weston, Boston; 2d vice-president, Fred Atwater, Bridgeport, Conn.; secretary,treasurer, Abbot Bassett, Boston; auditor, George W. Nash, Boston.

Of course there were no opposing candidates.

PLANNING CYCLE DISPATCH RIDE

Relay Race of 1,122 Miles a Possible Easter Event in Australia—Pye Reappears as a Track Rider.

Melbourne, Nov. 23.—The Dunlop Rubber Co. is considering the practicability of organizing a big cycle dispatch ride from Adelaide, via Melbourne, to Sydney, a distance of about 1,122 miles. The idea is to enlist the support of the commonwealth military authorities, and have the riders carry a dispatch from capital to capital in 20 or 25 miles relays, each to be negotiated by two cyclists. The principal difficulty would be in crossing the 90 miles Coorong desert on the South Australian section of the ride, but this is not insurmountable, and on several occasions has been crossed by cyclists and motorcyclists in good time. If such an undertaking is found to be practicable, it probably will be held next Easter, when the weather is fairly cool and the advantage of a full moon obtained. To enable such a ride to be carried out in good time the support of cyclists and cycle agents along the route will be enlisted, and crack road riders chosen for covering each section. The ride will continue day and night, wet or fine, and will not call for any undue or strenuous effort from any cyclists, but rather depend on the proper connecting of the chain of riders and careful organization. Special prizes probably will be awarded to riders, in addition to a medallion to every rider taking part in the run.

If a relay ride of this description can be organized and properly carried out, it will create considerable interest throughout three states, and afford a unique object lesson of the reliability and possibilities of the bicycle in times of urgency. The bicycle record from Adelaide to Melbourne (545 miles), held by W. Kux, is 51 hours 48 minutes, and between Sydney and Melbourne (577 miles) in 57 hours 24 minutes, by E. A. Pearson, making a total of 109 hours 12 minutes; or 4 days 13 hours 12 minutes for the 1,122 miles—equal to an average of slightly over 10 miles an hour. In 1897 a bicycle relay ride successfully was carried out from Sydney to Melbourne in 42 hours 35 minutes, an average of nearly 13½ miles an hour. With the improvements now existent in the present day bicycle, the average, with decent weather conditions, easily would be increased, and the probabilities are that the dispatch would be carried from Adelaide to Sydney in about 80 hours. The Dunlop Rubber Co. is communicating with cyclists and cycle agents along the route who would be willing to assist in the ride, should it be decided to hold the event next Easter, which will fall on the 9th, 10th, 1th and 12th of next April. The probable route will be via the Coorong, Mt. Gambier, Casterton, Hamilton, Ballarat, Melbourne, Seymour, Albury, Germanton, Gundagai,

Yass, and Goulburn to Sydney—the recognized overland route. The matter has been well received, and will mean much to cycling in the three states interested.

Track racing, however, is at a very low ebb. There is little or no class in the riders now competing, and they also have dwindled in numbers. The Melbourne saucer track continues to hold meets, but on account of the lack of crack riders they are not very well patronized. Practically the best scratch rider now competing at Melbourne is E. A. Pye, who will be remembered by American riders as having competed in Salt Lake City. When he came back to Australia Pye went into the tire business with Bray, another rider, and in this venture they have been very successful. Lately the racing fever has come over Pye and he is again in the ring. At the meet on October 31, at the Melbourne saucer track. Pye won both the scratch races, winning the three miles scratch over H. Thomas and P. Hehir in 6:10, and defeating A. J. Davies and B. Quinlan in the half mile scratch. At the following meet he again won both scratch races, the respective runnersup being the same riders that finished in the races the week previous.

Although there are a lot of rumors about Kramer and Taylor and other foreign riders visiting Australia, nothing definite has yet been announced, the nearest approach to it being when Major Taylor cabled to the Sydney syndicate offering his services for the season for $7,500. The Sydney syndicate, however, "were not taking any," and as Taylor's cable suggested that he was in communication with the Melbourne syndicate he will probably try to come to terms with them. A series of carnivals with Clarke, Kramer and Taylor as drawing cards would, I think, do a great deal to revive the sport here, but it is a very heavy expenditure for any promoter to face. At the same time I do not think it worth while going into the game at all unless this expenditure is undertaken. To my mind it would not be a great draw to bring Taylor out alone. I think the promoter or syndicate would have to seriously consider the bringing out of the three riders named, in order to get any benefit from a revival of interest in cycle races.

"The Oldest Cyclist" Again Discovered.

"The oldest cyclist" once more has been discovered. This time he is William B. Eldred, 82 years old, who lives at Greenwood, Mass. Naturally this Massachusetts octogenarian attributes much of his good health to the use of the bicycle, but not entirely, however. Eldred states that molasses, of which he consumes about one quart every week, has been partly responsible for his continued activity. Although he learned to ride a velocipede years ago, Eldred's actual riding experience did not begin until about eight years ago, when he learned to master the modern safety. Since that time he has covered nearly 8,000 miles, 1,470 miles having been ridden in 1902.

SPECIAL TRACKS FOR MOTORCYCLES

Prince Plans to Apply His Skill to the Development of Safe Racing—His Record and Methods as a Track Builder.

John Shillington Prince has cast off the mantle of a race promoter and hereafter will devote his entire time to what many people long have believed to be his real forte—that of building tracks. Prince has built more bicycle tracks than any other man, dead or alive, and it is safe to hazard a guess that he has promoted as many bicycle meets as any man in America, so that the announcement that he is through with the promotion end of the sport may be in the nature of a surprise.

For the last year or so the motorcycle bee has been buzzing industriously in Prince's ear and with his knowledge of track building, Prince believes that a three lap board track that can hold any speed that the fastest motorcycles of to-day, or in years to come, is the sort of track that will promote the sort of sport the public in greatest numbers henceforth will pay to see. Accordingly he hopes to build more than one of them and has set his mind upon Los Angeles, Cal.; New Orleans, La., and Brooklyn, N. Y., as being the ideal centers for future motorcycle racing, and at present is in the West "prospecting."

There is one peculiar thing about Prince and his track building. He does not go about the work of constructing a track as any ordinary constructor would—with a set of plans all ready for the carpenter to follow. The only plans Prince draws are those that are stamped indelibly on his brain. Present day constructors, including those who received their correspondence school diplomas long after Prince attained the age of majority are apt to scoff at such radical methods of track building, but Prince received his training in the exacting school of experience and he knows what he is about, for before he became a track-builder and a promoter Prince was a champion bicycle rider in the days of the high wheel, and his experience then taught him more about how the curves of a track should be banked than most of the high-school carpenters ever will know.

Prince has a way of building tracks that seems to be all his own, and perhaps it is better to let him explain how he does it.

"I lay out the track with a steel tape, making a triple radius or vertical curve," explains Prince. "That is to say, that instead of making the turn a true half circle I swing the tape on the half circle radius for a given distance around, making the radius a little larger for a short distance, repeating the process until the turn gets well into the stretch. A track with a true half circle turn will make the rider jump into the stretches, while one built on my plan will take the riders into the stretches, by degrees, thereby making it faster, as well as safer."

The first board track Prince ever built was put up in Omaha, Neb., exactly 20 years ago. Compared with present day standards it was a crude affair, the surface being of flat boards, secured to the supports by nails driven in from the top. This style track sufficed until 1892, when a departure was made by making the surface of the track of strips laid on edge. With the old method of flat boards the nails continually worked up and caused punctures.

The first track built of strips was laid in Nashville and was an experiment that did not meet with success. To keep the track from swelling and to prevent suction Prince thought that to make the surface one of strips laid on edge, with a small aperture between each strip, would be about the right thing. The track accordingly was built, and a small block of wood inserted between each strip, kept the strips the requisite distance apart. The track proved a failure, however, as it created more suction, the very thing that it was designed to eliminate. From that beginning, however, started the present day method of constructing saucer tracks—that of laying the strips on edge, close together, and nailing them to each other from the side, so that no nail appears on the surface. For a track measuring 6 laps to the mile Prince figures that it requires 80,000 feet of 1x2 inch strips.

Just how many tracks Prince has built in the past twenty years even the irrepressible "Jack" himself does not know. A few are still standing, but the majority have long since done duty as kindling wood, or have been converted into fences or sidewalks. Prince tells this story on himself, which is illustrative of the point:

"A few years ago I was in Birmingham, Ala., and one day drove to a small town a few miles from the city. In front of several places I noticed some rather queer-looking board fences, and wondered why the owners of those properties had built such expensive fences of board strips. A little later I came across a sidewalk of the same material, and as my curiosity was aroused, I got out of the carriage and started to investigate. Imagine my surprise when I discovered that the fences and sidewalks were portions of what had once been an eight lap board track constructed by myself, as I afterward learned."

However true the story may be the fact remains that Prince has built tracks in more than 30 cities in America, of which he can remember only the following:

Omaha, Neb.; Kansas City, Mo.; Memphis, Nashville and Chattanooga, Tenn.; Atlanta, Ga.; Birmingham, Ala.; Jacksonville, Tampa, Belair and Ocala, Fla.; Savannah, Ga.; Lowell and Springfield, Mass.; Newark, Clifton, Paterson and Trenton, N. J.; Baltimore, Md.; Philadelphia, Pa.; Manchester, N. H.; Richmond, Va.; Houston and Galveston, Texas; Havana, Cuba; Denver, Colo.; and Sacramento, Fresno and Los Angeles, Cal.

ODD CONTENDERS IN SPEED TEST

Motorcyclist Easily Outstrips Automobile and Foot Runner—Race Summarized in a Snapshot.

Although the event which it illustrates was held several weeks ago, the accompanying photograph is interesting as being the first event of the kind. It was "snapped" on the occasion of the Olympic meet in San Francisco, when W. G. Collins, riding an Indian motorcycle, was pitted against an automobile and a runner in a 100 yards dash. J. Howard drove the automobile, and



MOTORCYCLIST DEFEATING AUTOMOBILE AND FOOT RUNNER

Hirschfelder, who competed in the London Olympic games, was the runner. As the distance was only 100 yards it was thought Hirschfelder would prove the quickest starter and win the event easily. Those who held this opinion had their calculations upset, however, for the motorcycle won easily, as shown, but there was a close race for second place, which went to the automobile.

America as a School for Trick Riders.

"Of the numerous cycle trick riders and troupes in existence, many, or indeed, practically all, hail from America," says the Irish Cyclist. "Trick riding appears to be inborn to the American cyclist, and even the ordinary rider or clubman is an adept at performing all kinds of difficult tricks on his 'wheel.' On his last visit to the United States the writer noticed that it is the customary thing for the whole family to assemble on a summer's evening on the verandah of a house in the suburbs of American cities to witness a display of cycle trick riding given on the road in front of the house by a younger scion of the family. So accumtomed are passers-by to witnessing such everyday feats as riding the machine backwards, balancing the body with the head in the saddle, or pirouetting on the back wheel, that but a passing glance is bestowed.

"A curious feature of American trick riders is that a large proportion of them hail from Chicago, including such past masters in the art as Dan Canary, Ralph Temple, "Bud" Snyder, and "Dare Devil" Schreyer, the high diver. Kaufman and M'Anny were familiar names in the trick cycling world at one time, and it will be fresh in the memory of old cyclists the feat of Kaufman who daily rode one wheel of the high bicycle from the Wicklow Hotel to Earlsfort Terrace Rink, Dublin, many years ago. Kaufman, probably the oldest trick cyclist in the world, now tours with nine of the smartest girl trick cyclists in the world, some of them his daughters, Kaufman himself acting as master of ceremonies. Madeline and Barber are another American pair, who were very dexterous at 'looping the loop.'

"The American cycle polo team, who appeared daily at the Stanley Show, perform wonders with their wheels alone, but succeeded in breaking up one wheel at every performance, arising from collisions. Other artists on the wheel are the Selbinis; Lilo, Otto and Lotto, and the Lavenders, the former being a German troupe. There are not many British trick cyclists, but two smart Irish combinations are the Westwoods and the Dunedin troupe. Many will remember the DuCros boys, who, although amateurs, entertained the spectators at Ballsbridge track to some clever feats on the high bicycle many years ago."

Garden Hose Undoes a Bicycle Thief.

Cattle and bicycles were the "specialties" of Manford Hills, a confessed thief, who is behind the bars at San Jose, Cal. Hills might still be sniffing freedom had he not descended to the theft of 50 feet of garden hose from a front lawn. He sold it to a saloon keeper and then went out and pilfered a bicycle which he brought into the saloon. Suspicion thus was aroused and led to his arrest and the discovery that previously he had made off with other bicycles, not to mention live stock and other chattels readily convertible into cash.

OVINGTON DINED BY BRITISHERS

President of F. A. M. Tells Them They Make Better Motorcycles—Also Sees Beauty of Their Amateur Rule.

On Wednesday last Mr. Earle L. Ovington, president of the Federation of American Motorcyclists, was entertained at dinner at the Royal Automobile Club by several prominent members of the Auto Cycle Union committee, says the English Motorcycle of December 9th. Those present were Mr. Robert Todd, chairman; Mr. Ovington, Mr. F. Straight, secretary, and Messrs. W. H. Wells, A. G. Reynolds and E. M. P. Boileau. After dinner Mr. Ovington regaled the party with some delightfully told experiences of motorcycling in the United States, and stated his views on British and Continental machines. He regarded these, especially the British productions, as being far superior in every respect to those in use in America, but to use his own words, he considered that the American racing machines would make the British motorcycling public sit up and take notice.

Another point under discussion was the misunderstanding that has arisen in the institution which Mr. Ovington represented, concerning the amateur question. Our readers will remember that Mr. T. K. Hastings, the popular American, got into trouble with the Federation through competing with English professionals. On Wednesday evening the definition of a "private owner," as drawn up by the A. C. U., was pointed out to Mr. Ovington, with the result that the matter is now in a fair way to be cleared up. It may be stated with practical certainty that in future, American amateurs will be able to come over and take part in our competitions without fear of suspension. [Presumably the A. C. U. finally has decided to prohibit its "private owners" from accepting cash and competing against pros; otherwise there can be no "practical certainty" about anything.]

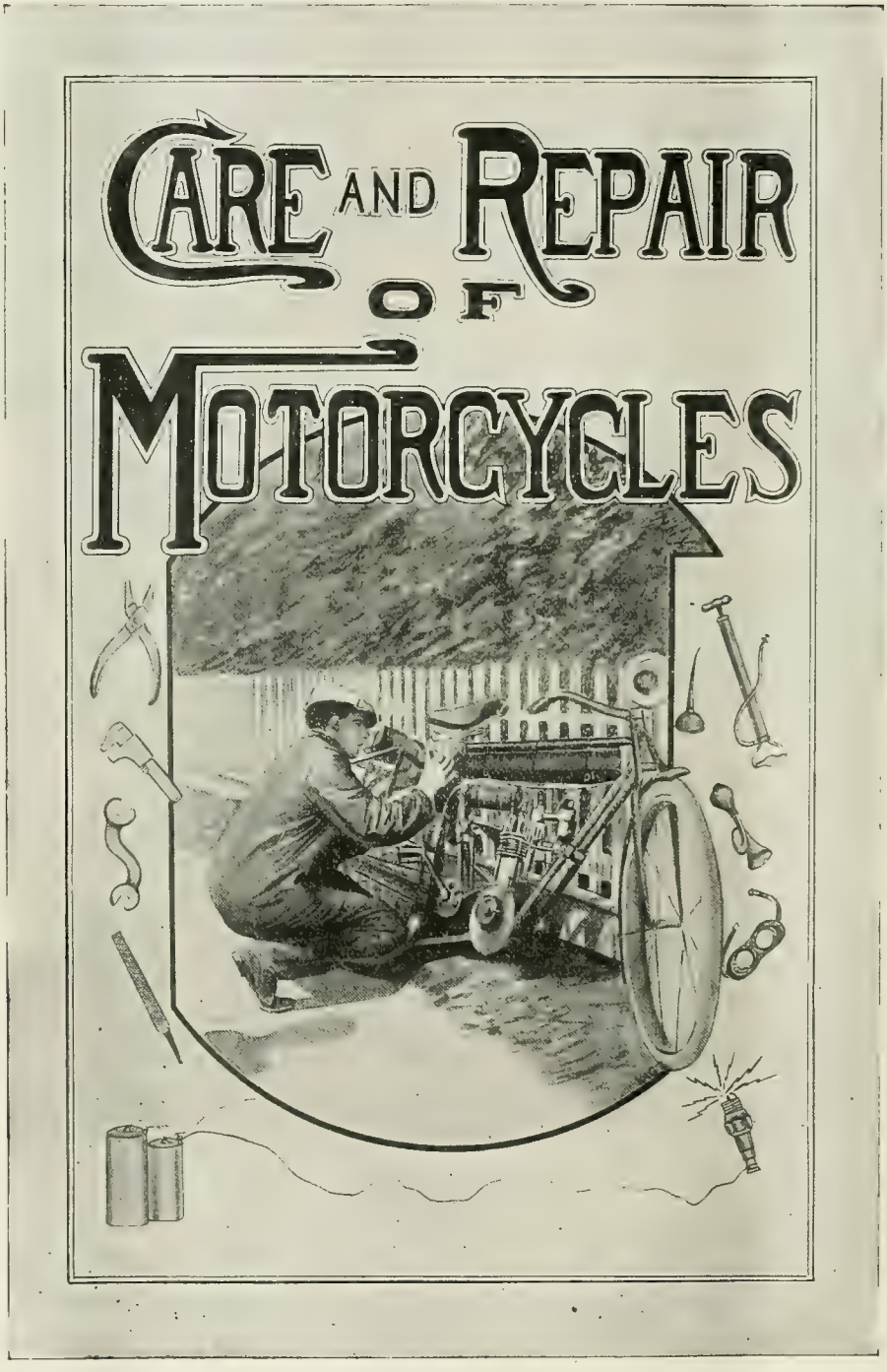
Mr. Ovington is particularly anxious for the A. C. U. to arrange an international, or rather an inter-American, motorcycle race at Brooklands in the Spring. After some discussion it was suggested that the competition should be an hour race, open to single cylinder machines having a capacity not exceeding 1,000 c.c., Mr. Ovington being of the opinion that these limits should be the standard for all A. C. U. competitions. Mr. Ovington is agent for the F. N. motor bicycle in the United States, and has done much to popularize that excellent machine in his country. He has expressed himself to be delighted with London, and is much gratified at the manner in which he has been received over here. Such meetings as these do much to cement friendly feeling between nations. Would that our attempts to promote international contests had met with greater success.

Don't Borrow Trouble

but it is wise to be so prepared as to be able to

MEET IT MORE THAN HALF WAY

when it does come.



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OFFICIAL FELICITATES CYCLISTS

Highway Engineer Hill of Missouri Praises Good Roads Work of St. Louis Cycling Club—How the Work is Done.

Unlike all other cycling organizations, the St. Louis Cycling Club not only believes in good roads, but actually in doing something to obtain them and that its efforts are telling is evidenced by a recent letter addressed to the club by State Highway Engineer Curtis Hill, of Missouri, in which Mr. Hill states that the club is taking a greater interest in and doing more for the cause of highway improvement than any organization in the State.

The work the club has done so far consists mainly in informing the State and county highway engineers of road conditions, making suggestions, writing good roads articles for the various newspapers and pushing and advertising the cause generally. The club maintains a fund to be used for road improvement purposes only, which was started by the club press agent in turning over to the club all sums received for his contributed newspaper articles.

The highway improvement committee of the club consists of M. J. Gilbert, chairman; Wm. B. Butler, R. M. B. Tidd, A. J. Schmidt, and George Lang, Jr. The last named has, on the recommendation of State Highway Engineer Hill to the office of Public Roads of the U. S. Department of Agriculture, been appointed a correspondent of that office for the district of St. Louis.

Tourist Makes Good as Entertainer.

What is declared to be "one of the most interesting winter entertainments offered St. Louis wheelmen in many long days" was an illustrated lecture given by William J. Rodgers at a smoker of the St. Louis Cycling Club last Saturday, 19th inst. With a large number of colored lantern slides, Rodgers took his hearers through the Yellowstone and Yosemite Valley and the Grand Canon of the Colorado.

Rodgers is a St. Louis wheelman of many years standing and in addition to touring and knowing how to tour, he knows how to record all of the picturesque and impressive views he encounters on his travels. Among his photographing outfit may be found eleven different cameras, and on his western tours his bicycle weighed together with his picture taking paraphernalia, between 40 and 50 pounds. His colored lantern slides can be favorably compared with those of the professional lecturers traveling back and forth over the country.

In closing his lecture, Rodgers threw on the screen a number of pictures showing the generation of to-day what the good old ordinary was like; one of the views showing C. C. Hildebrand coasting Hell and Damnation hill on the De Soto road on an ordinary. Hildebrand, by the way, is credited with being the last man to ride over the De Soto road on the old high wheel.

New Life in Chicago Motorcycle Club.

Because they feared that the Chicago Motorcycle Club showed symptoms of dry rot, in order to save it, the local tradesmen, most of whom are members, took charge of things at the annual meeting last week and apportioned the offices among themselves. The new officials are as follows: President, C. H. Lang; vice-president, W. S. Woodworth; recording secretary, J. O. Kibzine; financial secretary, H. T. Adams; treasurer, F. B. Hart; sergeant-at-arms, A. Johnson; board of directors, the president, vice-president, F. B. Hart, A. G. Lyons, R. R. Olsen; captain, J. De Salvo; 1st lieutenant, J. E. Starr; 2d lieutenant, E. E. Hendrickson.

What Renewed the Naval Officer's Interest.

It is a peculiarity of many men who once rode bicycles that when they fall ill or begin ailing their thoughts revert to cycling as a means of cure. A variation of this tendency was remarked this week by H. A. Lienhard, of the Pope Mfg. Co., who exhibited a letter from a naval officer requesting a Columbia catalog.

"I rode a bicycle many years ago at about the time your chainless Columbia made its appearance," added the officer, "and in view of the President's proposed athletic stunts I am thinking about taking it up again."

Official Road Records of France.

The Union Velocipedique de France, which controls road racing in that country, has announced its official road records, none of which, however, were made this year. They are as follows: 50 kilometers, 51:49⅘, by Leon Georget, in 1902; 100 kilometers, 1:48:51, by Bauge, in 1901; 500 kilometers, 18:52:40, by Rivierre, in 1896; 1,000 kilometers, 46:23:00, by Tjaerby, in 1901; 50 miles, 1:55:55, by Walters, in 1895; 100 miles, 3:07:47, by Bauge, in 1901; 1,000 miles, 84:34:00, by Brown, in 1899; 12 hours, 392 kilometers, 674 meters, by Goodwin, in 1899; 24 hours, 688 kilometers 786 meters, by Goodwin, in 1899.

St. Louis South Sides Hold Election.

At the annual meeting of the South Side Cycling Club of St. Louis, held Friday, 18th inst., these officers were elected for the ensuing year: President, William Flesh; vice-president, Henry Koeppel; secretary-treasurer, George H. Schmitt; captain, H. Bartosch; corresponding secretary, W. Trefts; sergeant-at-arms, Harry High.

Largest Club Votes to Join F. A. M.

The Los Angeles Motorcycle Club has voted to join the F. A. M. in a body and thus become a certified affiliated club. As the club has 125 members, its action will mean a considerable accession of strength to the Pacific District of the F. A. M.

BAY VIEW REELECTS OFFICERS

Newark's Big Club Begins New Year in Prosperous Condition—Secretaries Report a Very Lively Season.

John N. Felts again was chosen president of the Bay View Wheelmen, of Newark, N. J., the largest active club in America, at the annual meeting held last week. The meeting was well attended, more than 100 members being present. Besides making an excellent record in track and road races last year the Bay View Wheelmen scored rather heavily in all branches of sport and the reports of the various secretaries were listened to with interest.

Besides the re-election of President Felts, the same recognition of past service came to the first vice-president, Ulysses G. Cort; to the second vice-president, Edwin Girtanner; to the secretaries, Charles Raab, Louis F. Mattes and William F. Schiller, and to the treasurer, William Heyl. Julius Husse was made captain, Fred Rein sergeant-at-arms, Harry Stern, Matthew Gudbrod and William Ruoff were elected governors and Fred Keim was chosen trustee. The various committees who are to serve during the year are to be named by President Felts after a consultation with the board of governors. There appears to be keen rivalry for places on the athletic committees.

A current rumor to the effect that the Bay View Wheelmen had under advisement an offer of $22,000 for their Sixth street home, and were endeavoring to secure an option on another site whereon they were to erect a new home, was not discussed in open meeting. From a man prominent in the club's affairs it is learned, however, that the lowest price that will be considered for the present house and three lots will be much nearer $25,000 than the first named figure.

An element of humor was not lacking in the meeting. One of the former presidents challenged a common member and a personal friend to a debate on the occasion of the club's next entertainment. It happens that the two men rarely agree in open meeting, and last week's gathering was no exception. The common member readily accepted the challenge, and as the subject was left to him he said he wished to debate on the relative value of hair tonics. As the member who was once a president has tried many of them, the common member was ruled to be out of order. A compromise was effected on a different theme. On the occasion of the next club entertainment the two men will take opposite views on the question as to "why the cow crossed the road."

Following the business session Steward Karr served a supper to the members, and the balance of the evening was devoted to sociability.

COMING EVENTS

December 31, New York City—Prospect Wheelmen's third annual midnight 25 miles road race to City Island and return; open.

December 31, New York City—"Associated Cycling Clubs" 22d annual midnight race from Columbus Circle to Yonkers and Tarrytown, N. Y.; open.

December 31, Brooklyn, N. Y.—Eastern Division, C. R. C. A.'s midnight race from Bedford Rest to Valley Stream; closed.

January 16-23, New York City—Motorcycle section, Association Licensed Automobile Manufacturers' show in Madison Square Garden.

January 1, Buffalo, N. Y.—65th Regiment A. A.'s armory bicycle races and athletic games.

January 18-23, St. Louis, Mo.—First annual 12 hours a day six days race.

February 1-6, Kansas City, Mo.—Second annual eight hours six days race.

February 6-13, Chicago, Ill.—Motorcycle section, National Association Automobile Manufacturers' show in Coliseum.

March 6-13, Boston, Mass.—Motorcycle section, Boston Automobile Dealers' Association's show in Mechanics Building.

Detroit Motorcyclists Elect Officers.

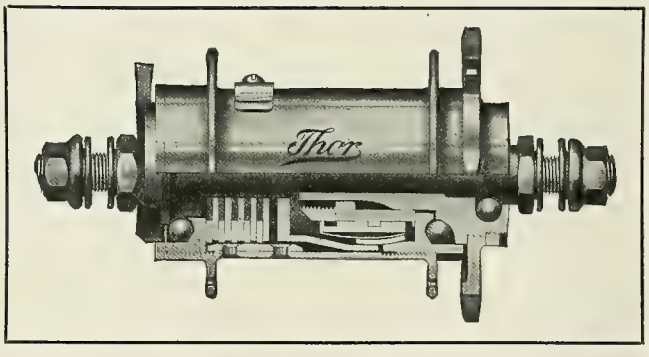
At its annual meeting last week the Detroit Motorcycle Club elected Roy Hunter, who was vice-president, to the office of president, and J. H. Butler was chosen to fill the vacancy caused by Hunter's advancement. J. F. Adcock and Fred Kicherer were respectively re-elected treasurer and financial secretary. The other new officers are: Recording secretary, Leo Banker; sergeant-at-arms, Don Klark; captain, W. E. Leake. The reports of the retiring officers demonstrated that the club is in prosperous condition and that for a one-year old youngster had enjoyed an active and interesting career.

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Current Comment

Although after his recent visit to this benighted country I tried to make clear that E. J. O'Reilly, the eminent Irish cycling editor from England, was a wholesouled, big hearted chap, I evidently was not very successful. For he wants it known that he really and truly did give a $20 tip to that Irish waiter who spun him a tale of home and mother. He declares that he "would as soon have given a hundred," but doesn't explain why he didn't do it. In fact, Mr. O'Reilly with fine eloquence avows that if he "were a Carnegie he would have given him a thousand," but with saving grace adds, "most likely." That's the sort of talk we like to hear over here! It's great. It qualifies the Irish space filler for honorary membership in the Waiters' Union, and having discovered, to his apparent surprise, that Americans wash their faces and are at least half-civilized, and that Indians no longer lurk in the fastnesses of Broadway, if the Irish gentleman will but send advance notice to the Waiters' Club of his next visit, I feel sure that that organization will provide a numerous reception committee, any member of which will be qualified to weep tales of the "dear old sod" that are worth much more than $20. If, perchance, he desires even more melting stories than the waiters keep on tap, O!Reilly might try the cab drivers. They'll give him extra value every time.

* * *

It is odd what queer notions of America even some of the educated foreigners like O'Reilly possess and what many of them most desire to see. Probably Niagara Falls comes first in the desires of the guidebook species, but it is fairly safe to say that a fair number expect to see Indians lurking in the forests or on Broadway, and to have their trains held up by red-shirted bandits before they reach home again. On the occasion of my last home coming from abroad we fell in with an educated young Englishman whose chief desire, as he admitted, was to see a prairie. He seemed to have no idea whether it was a hole in the ground, or a succession of telegraph poles, and when he was informed that it was merely an uninteresting stretch of level and treeless country, it was plain that he half-disbelieved us. He, too, was possessed of the idea that hold-ups of railway trains were every day occurrences, and if a Catholic priest who had become one of our party had not undeceived him at almost the last moment, it is safe to say that the young fellow would have adopted our suggestion and stepped on the dock in New York with his money concealed in his shoe or in some other unlikely place.

* * *

According to the last leaves from dear old Abbot Bassett's "scrapbook," as he calls it, I see that what remains of the L. A. W. has shrunken still shorter and that it has become on object of semi-charity. Abbot is calling on the "old guard" not only to put their sons and daughters, cousins and aunts on the roll at $1 each, but to subscribe to a fund to help keep the old boat afloat a while longer. What a sorrowful tapering off of the grand old organization to which cycling and cyclists owed so much! I wish it were possible to write "owes" instead of "owed." But while I am not wholly lacking in sentimentality I am possessed of mental reservations on that point. Neither men nor organizations can hope long to exist on mere sentiment, particularly in this "show me" age. The L. A. W. so long has kept up merely a private show of existence that it cannot expect to attract new members or to interest the younger set, most of whom have grown up since the League's name was a by-word.

* * *

The latter years of the League's life have been years of wasted opportunities, and they have been wasted chiefly because Bassett has loved the League not wisely, but too well. He has made is practically his personal property—has seemed to consider it a sort of "me chi-ild." He has appeared fearful of kidnappers and has kept the weak, but bewhiskered infant hugged so closely to his manly bosom that it has been difficult to get more than an occasional glimpse of it. It has seemed almost as if he feared some one would steal it or in some way part him from his precious charge. The only men who have not aroused his suspicions are those of the "old guard" who participate in The Wheel About the Hub once each year. Then Abbot brushes its whiskers aside and for a few minutes permits the old fellows to look again on the "infant's" wan face, while they nominate its godfathers for the ensuing, who then go home and forget it for another twelve-month. It is a sublime picture of the faithful nurse, but the sublimity of it doesn't help the "kid."

* *

Bassett seems unable or unwilling to believe that anyone can have as much affection or regard for the old organization as himself. Any one not of the select few who sought to entend a helping hand was looked upon as an interloper and was fended off or had cold water poured on his intentions. The "good gray Abbot" has had one fixed idea in his mind—that the trade should contribute to the support of the League, even though it does nothing to deserve it. When two years ago the manufacturers raised their big publicity fund the idea was to assist the League by giving it publicity, but Bassett's ever present suspicions were aroused. He "smelled a mouse" and wrote some letters that chased away the helping hand. The L. A. W. could have helped that campaign and in return would have been restored to a semblance of its former health and prestige. But its old nurse, who has been secretary for so many years, was too fearful and the glorious opportunity was lost, never, I fear, to return.

* * *

Away back in 1901 or 1902, another magnificent opportunity was thrown away and chiefly for the same reason—an opportunity that would have renewed the League's life and assured its activity and usefulness for many years to come. At about that time R. G. Betts and Will R. Pitman had been fired with motorcycle interest and enthusiasm. They foresaw the necessity for a motorcycle organization, and full of love for and loyalty to the L. A. W., of which both were old members—"Pit," I believe, was one of the originals—they desired to perpetuate it. They put their heads together and decided that they best could help the interests of the League and of motorcyclists was by inducing the former to foster and direct the newest form of cycling. The one had the prestige and the foundation, but its blood was stagnant; the other needed the help and encouragement that the prestige would afford and in return would bring the new and quickening blood which would give the then failing organization what it most required.

* * *

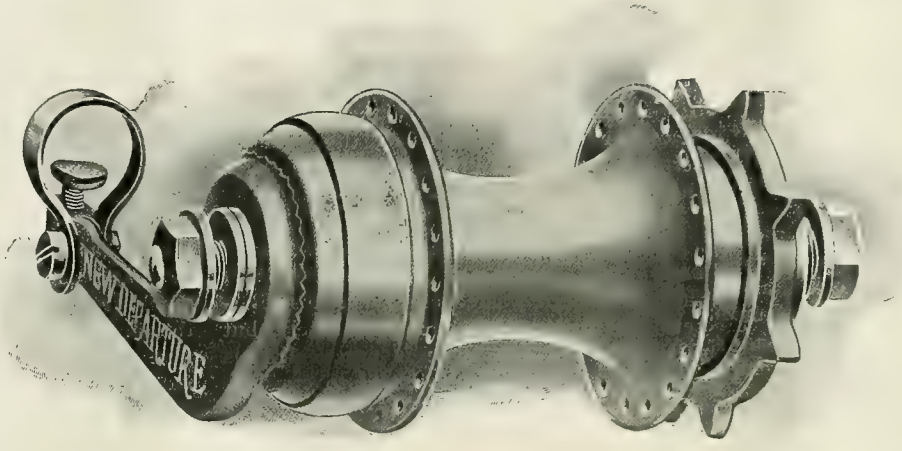
Pitman volunteered to place the matter before the L. A. W. National Assembly, at what was about the last representative meeting which that body held. He pleaded and did his best, but to small purpose; they were suspicious of him. Bassett then was "ruling the roost" and as nearly as I can make out, he seemed fearful that Pitman might be seeking his job and that Betts wanted to "butt in" and be president or something of the sort and interfere with his control, all of which was mere fudge; neither man wanted anything, as I happen to know. The net result of "Pit's" visit was the passage of a resolution reciting "common cause" with motorcyclists and inviting them to become members. That was the last that ever was heard of it.

* * *

The result: The L. A. W. is still on the toboggan; the F. A. M. is as steadily on the rise, and its initials gradually are becoming as familiar as once were the letters "L. A. W.," which once stood for so much. What the League lost is apparent. What the motorcyclists lost by the League's attitude soon will become plainer. Their fight is still to come. Enrolled under the banner of the L. A. W., many of their problems would have been solved or made much easier of solution. As it is, they must struggle over much of the ground on which cyclists fought. What would have been established precedents have become debatable questions. But Bassett still holds the weazened "child" and extracts some happiness from it and since he would not have it otherwise, it is not in me to begrudge his satisfaction; he's entitled to it. Nevertheless, I am sorry for the "child" and in a lesser degree for the motorcyclists.

THE ANNOTATOR.

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CYCLISTS DAZE OLD SANTA CLAUS

Startling Variety in Their Requests for Presents—Also in the Apparent Capacity of Their Stockings.

If any one notices a wild-eyed but benevolent looking old gentleman attired in a set of long white whiskers and a fuzzy red coat wandering aimlessly around to-day, the finder should take him in, shelter him, and give him to eat and drink, for he is none other than Mr. S. Claus, of Somewhere North. Through his secretary, now in a local hospital suffering from brain fever induced by mental shock, it was learned that Santa Claus temporarily has become mentally unbalanced because he was unable to supply all the cycling fraternity who wrote asking for Christmas presents. The nature of some of the requests was divulged by the secretary's note book.

Champion Frank L. Kramer asked for a new $10,000 touring car to replace the dinky little harvester he has been driving since last Christmas, while A. J. "Rocket" Clarke wanted the world's championship. C. D. (Willie) Bowles, "Esq." the noted trainer, was more modest in his request. "Willie" said his cup of joy would be filled should be get a keg of Hensler's beer in his stocking.

One queer request that was sent to Santa Claus was from Walter De Mara, the San Francisco rider. De Mara wanted to change places with the Sultan of Turkey. Walter Bardgett wrote that he would be satisfied with a box of Pittsburg stogies, and Walter Rutt said that a collection containing every postage stamp ever issued would make make him the happiest bicycle rider in the world.

John M. Chapman, manager of the Newark Velodrome, asked for a new derby hat; Hugh MacLean, the motor paced champion, wanted a bright red waistcoat and a pair of purple spats. Joe Fogler, of Brooklyn, told Old Kris that he needn't bring him anything, as he owns a house in Brooklyn and is perfectly satisfied with life. Floyd A. Macfarland, the six days champion wanted a new set of dice, while his erstwhile partner, James F. Moran, of Chelsea, made a simple request for a set of assorted water-cooled milk cans.

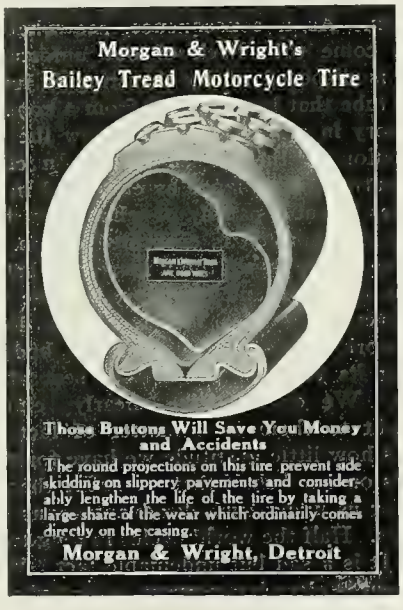
George Wiley asked Santa Claus to bring him a new bathrobe, and a cake of soap while J. Frank Galvin, who developed an enormous appetite during the six days race, said that he would be perfectly satisfied with a restaurant where the most work he would have to do would be to eat the food and sign his name on the check. "Herr" Floyd Kreks wanter a rattle and a teething ring. Worth L. Miten, who owns a farm out in Iowa, wished to be remembered in the shape of a formula for an effective potato bug destroyer, and Nat Butler by a bottle of hair restorer.

The following letter was written by Theodore Devonovitch, the Russian rider:

"Dearsky Santa Clausovitch: Iakimozskaia novospasovka onisky zaliatzkoi woskresenskoi tzarevosantchursk sieverovostotchnii pogorieloigorodzofsky bombovitch."

In masticated English the letter inferred that the most acceptable Christmas present to Devonovitch would be a set of Karl Marx's writings, in Russian, and a gold plated bomb.

Daniel M. Adee, president of the National Cycling Association, asked for an assorted set of after-dinner speeches, while R. F. Kelsey, chairman of the Board of Control, wanted a pair of spectacles, so that no infractions of the rules will escape his notice next year. Paul Thomas, the omni-



present race meet official, hoped he would received a house nearer New York than Tarrytown, and Alfred H. Seeley wanted Santa Claus to give him a one way ticket to Europe.

Exactly 193 amateurs asked that their stockings be filled with assurances that they would never have to work for a living so long as they remained in the amateur ranks, and hoped that Kelsey will not get the spectacles he requires.

Arrest Uncovers Grinder's Ingenuity.

Although he admired his ingenuity, the magistrate sitting in the Rochester (N. Y.) police court could not excuse Robert Lombardy for riding on the sidewalk in Plymouth avenue one day last week, and accordingly imposed a fine of $10, with an alternative of 10 days in the city prison. Lombardy is a scissors grinder by occupation and his inventive mind induced him to fit his grinding apparatus to a motorcycle, in order that he could cover more ground and at the same time eliminate the expenditure of energy required by the old method of rotating the wheel with his foot.

BICYCLE BANISHED, JOY VANISHES

Newark Man Debars His Wife from Cycling and Loses Her—Sells Her Mount and Gets into Divorce Court.

Probably the most novel reason ever given for instituting divorce proceedings, was made on the witness stand before Vice Chancellor Emery in Newark one day last week, when he heard the evidence in the case of Mrs. Annie May Hahr, who is suing her husband, Richard A. Hahr, of Perth Amboy, for divorce.

It all happened three years ago when the young couple lived at Plainfield, according to the testimony of Mrs. Ella Drake, of Perth Amboy, who took the witness stand in her daughter's behalf.

Before her marriage Mrs. Hahr, or the Miss Drake that was before Richard came on the horizon of her love world, was passionately fond of cycling. Even when a little girl she had rather take a spin a-wheel than play with all the sawdust dollies in North Plainfield. With the habit thus formed in her youth it was natural that Miss Annie May should not want to give up her greatest pleasure in life when she became Mrs. Richard.

Poor Richard—poor Richard!—knowing nothing of the delights of cycling couldn't understand in his masculine way why his wife should want to continue the pleasure of bicycling when she had him. If Richard had been different there might have been a tandem reposing in the cellar where now remains only the hallowed spot once occupied by Miss Annie May's cherished mount, gone, but as the divorce proceedings indicate, by no means forgotten.

But, as stated, Richard had never learned the truth of that old adage which runs, "Love me, love my bicycle." He didn't think women ought to ride bicycles, anyway, so he took his wife's machine to the nearest dealer and sold it for what he could get. After that he probably bought himself a box of cigars, a new suit of clothes and a glass of ginger ale, although the testimony did not make this point clear. At any rate, Mrs. Richard was justly angry at her husband's procedure, and one word let to another, until the couple separated, the final culmination being the institution of proceedings for divorce.

The moral of this court episode is obvious. To live in connubial harmony never question the right of your wife to ride a bicycle if she wishes, and above all do not sell her machine while she is at the corner grocery or paying a neighborly call. Reversely, the same applies to husbands.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

THE QUESTION OF WHAT TO WEAR

What Cycling has Done to Promote Sensible Ideas in Costume—Incongruities That Maintain Their Hold.

"Whenever the world discovers some new way of amusing itself it always wants a new suit of clothes to do it in. It is its happiest excuse for introducing a new fashion. It must have flannels and long trousers for cricket, flannels and short trousers —pardon, knickerbockers—for football, and tights for the stage. So with cycling. The inception of cycling saw the adoption of a most curious and distinctive costume for its adherents. The cyclist, wistful, perhaps, to stamp the fact of his identity upon the minds of all whom he met, put on a close fitting tunic, short, tight trousers, and a round little blob of a cap when he set forth to disport himself awheel. He did not sneak out in his every-day clothes by the back yard, and pursue his wobbly way by obscure lanes and byways, shunning the curious eyes of his fellow beings who preferred to use the means of locomotion that Nature gave them, and walk on their feet. No, he brought his tall, ungainly wheel out into the fierce light of publicity. He gathered himself into clubs and unblushingly paraded himself on the high roads. Moreover, he so evidently fancied himself stuck up there on one large wheel and one small one, that he chose the most effective way of drawing the eyes of the world upon himself, and clothed his limbs in garments that it was impossible for anyone to overlook. With such an enthusiastic and pushful set of men to start it in life, is it any wonder that cycling has nowadays attained to the position of world-wide popularity that it holds?" asks a writer in the Irish Cyclist..

"There is little doubt that we owe that convenient and simple article of headgear, the modern cap, to the pastime of cycling. The little round 'blob' that adorned the heads of the early devotees of the bicycle was a protest against the irrational and inartistic bowler and 'chimney-pot.' Both the latter, it is true, still survive and flourish. They will continue to do so as long as mankind is hidebound by convention, in defiance of the laws of reason and comfort. But they no longer hold the field. That little round 'blob'—it was really hardly more than that—sowed the seeds of unrest in the sphere of fashion. The pioneer cyclists wore it for a little, and then began to get dissatisfied with it. No wonder! It must have been a most awkward form of headgear. Being stiff and round, it would have to be jammed tightly on the head to make it secure. What man ever had a round head! And, again, how deterrent to grace and finish in the execution of an artistic salute to one's lady friends. It would have no more grace in it than lifting the lid off a teapot! It was probably this difficulty that induced the idea of a peak, and so by easy stages the modern cap evolved itself. What a triumph it has achieved. It is now the most generally worn form of headgear, causing the bowler to hide its diminished head. As for the 'chimney-pot,' it has almost been extinguished.

"To come to the other end of the human clothes horse, ever since the days of Adam we have been bothered with the question of what to hang around our legs. They present a sartorial stumbling block. For a long time the human race has endeavored to get over the difficulty by concealing them, if not wholly, at least partly, from view. Unfortunately, the Roman toga and the Scottish kilt, though they presented a reasonable solution of the puzzle, and were, moreover, natural and artistic enough, have not been able to survive the advance of civilization. As a consequence, see what we have come to! Each of our unfortunate legs is disposed of by thrusting it into a long tube that branches off from a common territory in an endeavor to follow the configuration of the human body. In effect, our outward semblance as embodied in our clothes is but a parody of what, from false ideas of propriety, is enshrined within. In cycling, perhaps, we think more of what we ought to put round our legs, because legs are everything on a bicycle. They do all the work, while the rest of the body is taking its ease on the leather seat above them. We do not give nearly enough thought to them as a matter of fact. It shows how little gratitude we have for their labors on our behalf that we suffer them to toil for us under such disadvantageous conditions. Half the world cycles in long trousers. It is a sad but undeniable fact. What garment is more incongruous or out of place on a bicycle than long trousers? [These notes being a straightforward exposition of the problems of dress in cycling there is no need to adopt the Gilbertian expedient of avoiding repetition of names by substituting the words 'you know what.' It is illuminative to remark, by the way, how the fact of these garments being banned from polite conversation is a proof that mankind is ashamed of them.] Let us see what are their disadvantages.

"In the first place, they cling so tightly about the leg that they hamper its movements. They are all of a piece, whereas the human leg is a beautiful length of mechanism, consisting of various parts strung together by a complicated system of muscles. Take a mechanical parallel, and observe how the comparison illustrates the absurdity of trousers. The human body on a bicycle corresponds to the reciprocating engine of a locomotive. The legs become a pair of pistons, obeying the impulses of the steam, or whatever the motive power that drives the engine may be. Do we put a tight-fitting cloth casing around the pistons of an engine? No; of course not! But we do it to the human pistons of the body. In short, we treat flesh and blood with less consideration than we treat base steel. Instead of realizing the importance of giving our legs free play, we actually impose a drag upon their movements by enclosing them in a pair of trousers!

"The best way we have found of getting over this little problem of costume, so far, has been by effecting a compromise. The cyclist has shown that he realizes the shortcomings of modern dress by making it—in a literal sense—shorter. In brief, he has adopted the expedient of clothing his nether limbs in short—no, knickerbockers, and stockings. He has gone further, and shown that he is a sane man, by improvising on the generally accepted idea of knickerbockers —nobody can object to knickerbockers— and bestowing upon them a generous bagginess at the knees. It is a most efficient compromise, but still only a compromise. We are yet far from the desideratum in toto. Knickerbockers do undoubtedly give the knees a much larger amount of freedom than they enjoyed of yore, but yet not enough. Moreover, they do not fill aesthetic requirements. In order to be effective, they must be so loose at the knees as to look decidedly de trop anywhere but on a cycle. There is one solution of the difficulty, however, that I am surprised to see has not struck the sartorial geniuses who cater for cyclists. Why not an improvization of the Highland kilt? The amount of airy freedom it would give to one's knees would be simply delightful. Besides, it would be picturesque.

"Another bete noir of the cyclist, and a cause of much weeping and gnashing of teeth, is the waistcoast. Now, the waistcoat is an entirely superfluous garment. It is not intended so much for a garment as an embellishment, something for the sake of style. It is the very last remnant left to man of all the picturesqueness of mediaeval costume. It is the one peg he has left to hang his ideas of fashion upon. It is his only medium for the display of color. Naturally he would not permit such a precious garment to slip from his grasp. The extinction of the waistcoat would leave him stranded on the shores of unrelieved monotony so far as costume was concerned. But the cyclist, especially on a warm day, does not hold at all the same views. He is always mentally kicking himself for not having left his waistcoat at home. Of course, if he is a sensible man he takes it off and hangs it over the handle bars, though such a method does not savor of orthodoxy. I once listened to a friend's discourse, and it was on the subject of cyclists who rode about on a civilized earth with their waistcoats not only discarded, but displayed, in all their unvarnished simplicity, hanging over their handle bars. He said he had met scores of them that day. Of course, I sympathetically concurred in all the opinions that he expressed on the subject. Shortly afterwards I met him on the road. My waistcoat was off. What is more, it was hanging over the handle bars. And I smiled at him."

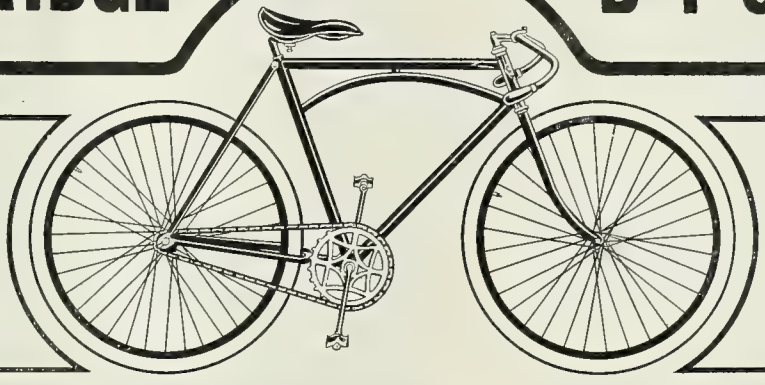
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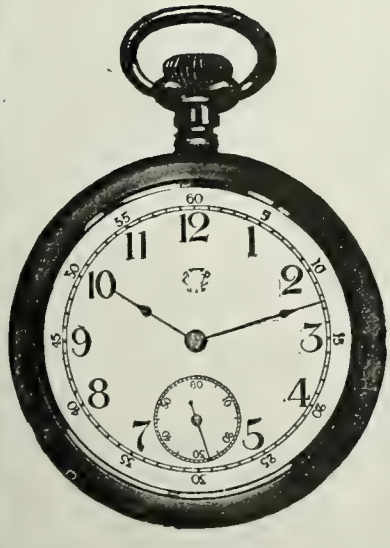
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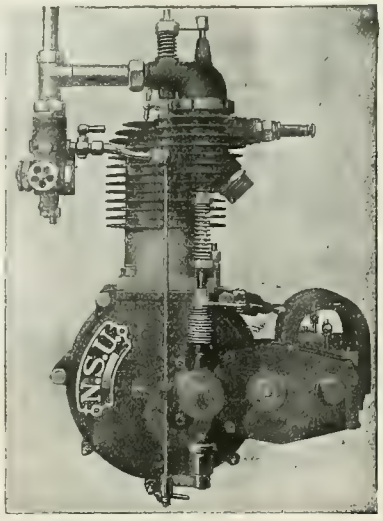


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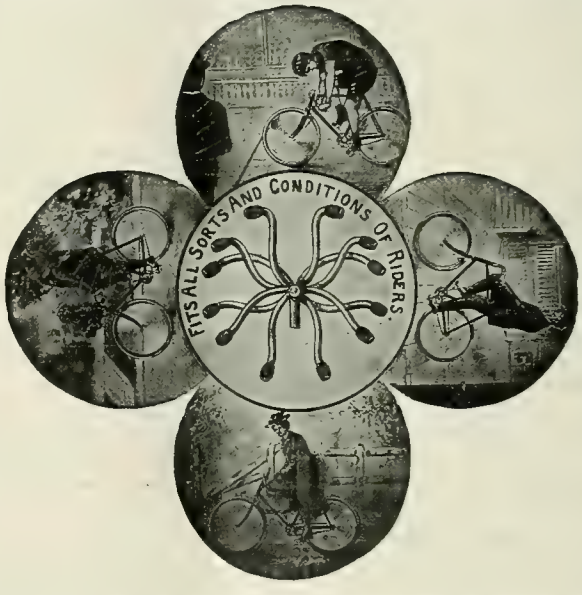
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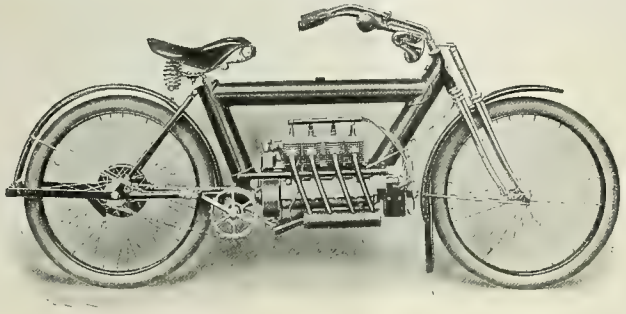
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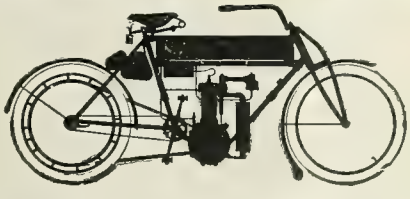
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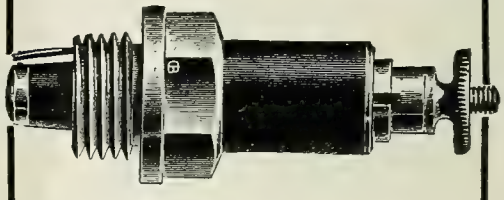
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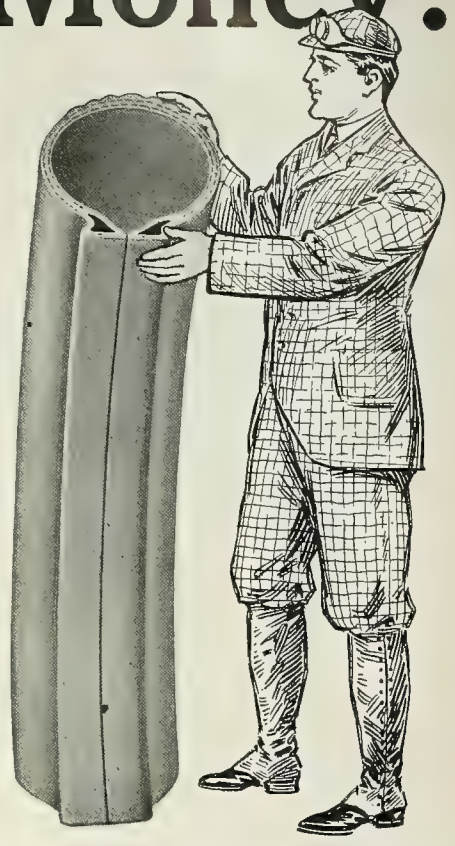
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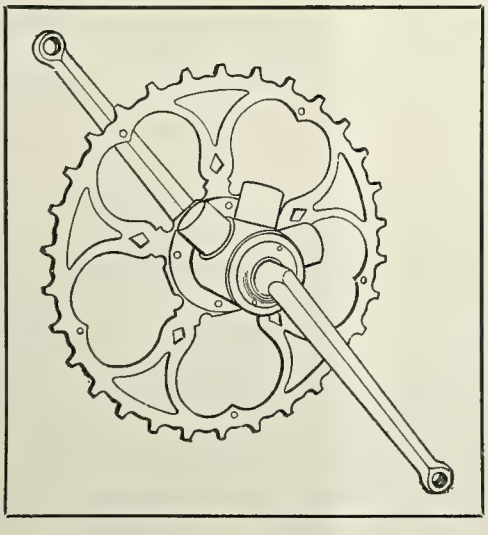
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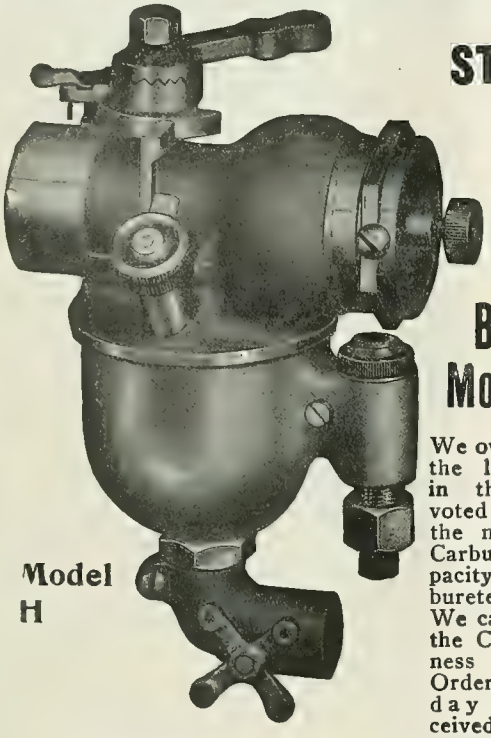
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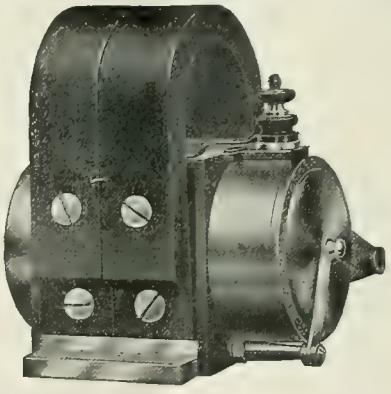
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Jas. Bailey Co., Portland, Me.
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Kansas City Motor Car Co., Kansas City, Mo.
C. J. Smith & Co., 16 W. 4th St. St. Paul, Minn.
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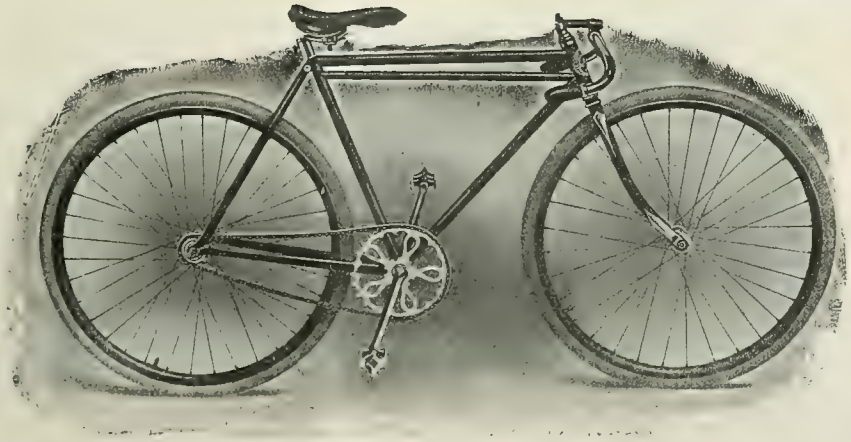
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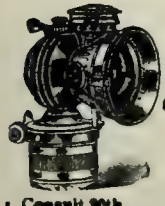
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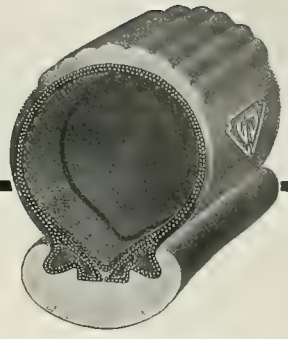
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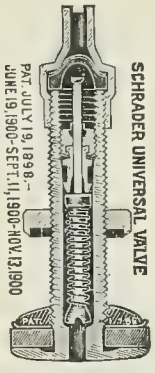
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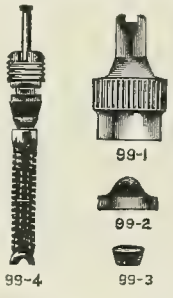
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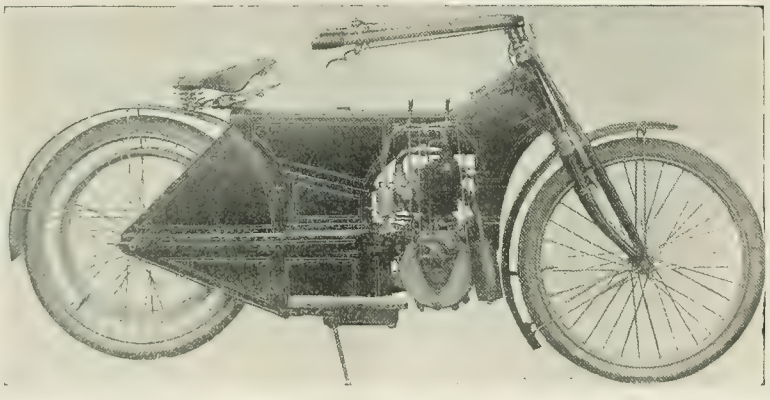
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Excelsior Auto-Cycles

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The new Company has begun business without interruption and the conditions generally are highly satisfactory, the orders filled and in hand giving absolute assurance of a most prosperous season. All bicycles will be made at our Westfield Factory, which is running on full time and which for many months has been in a high state of efficiency. Already large shipments have been made of 1909 models. Travelers have been on their territories for many weeks, and our 1909 catalogs, the best issued in years, are out and in the hands of the trade.

It is a significant fact that during the receivership of the past year the bicycles turned out were of the finest quality ever made by the Company and the business in general was conducted with more promptness and all-round satisfaction than in many years. It is, therefore, fair to assume that if such splendid results were accomplished under the natural handicaps of the receivership, far better progress will be made by the new Company, which will be relieved of those handicaps and provided with sufficient capital for its fullest requirements.

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THE POPE MANUFACTURING COMPANY.



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1909

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at the

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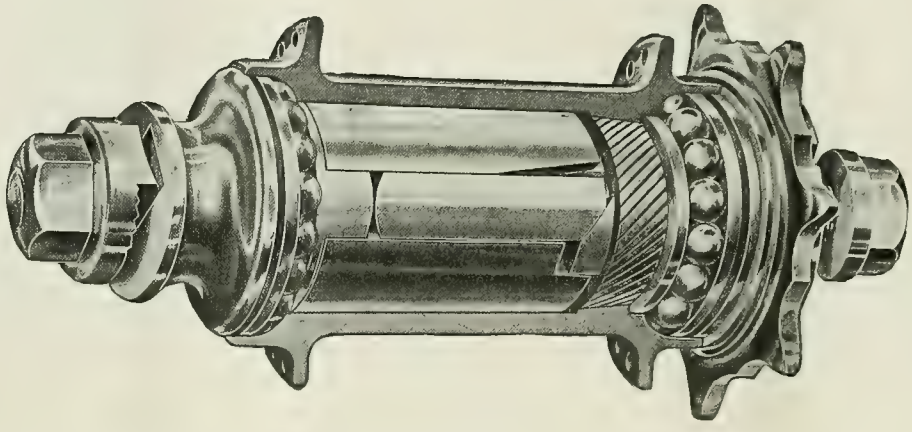
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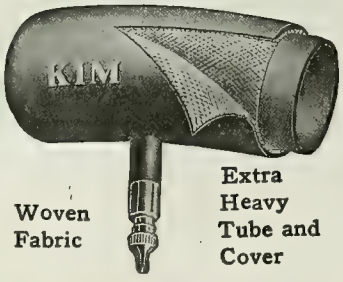


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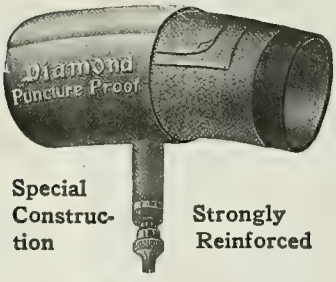


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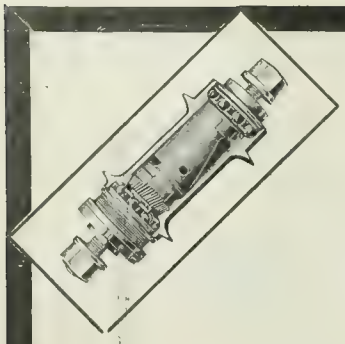
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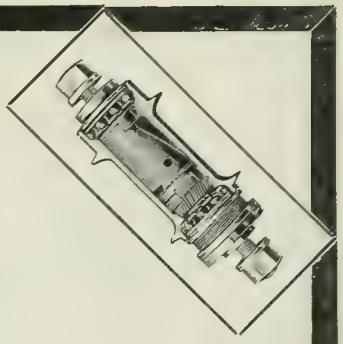
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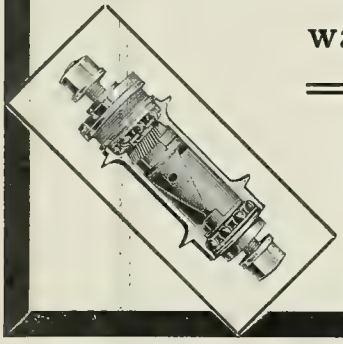
THE ARMLESS BRAKE WITHOUT THE LOCK WASHER

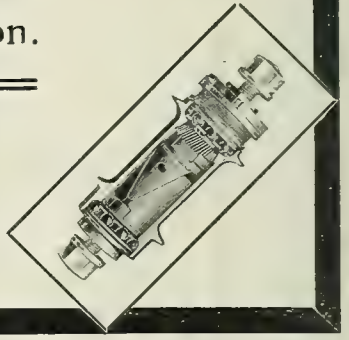


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THERE'S A GOOD REASON





The Miami Cycle & Mfg. Co.

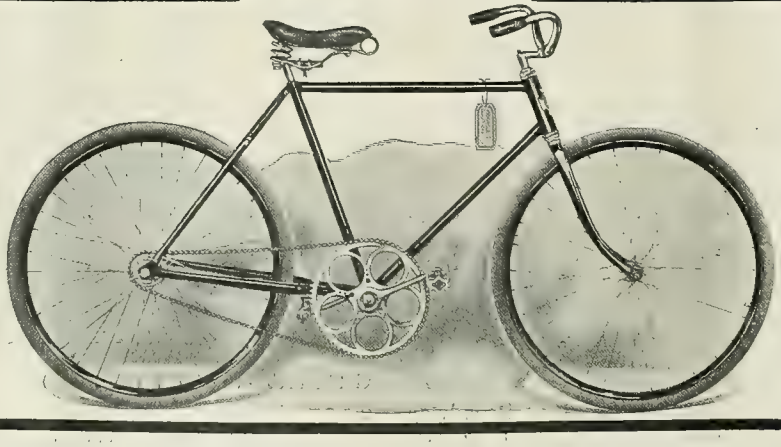
MIDDLETOWN, OHIO

Licensed Coaster Brake Manufacturers

THE RACYCLE "SILENT RIDEABOUT"

MODEL 142

"Runs Like A Belt"



"Runs Like A Belt"

One of the new features of our 1909 line—70 tooth ½" pitch Front Sprocket

Diamond Roller Chain, Turned Head Fittings, Turned Hubs, Musselman Coaster Brake. Write for catalog and agents' prices.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

F. M. JONES, Pacific Coast Representative, Sacramento, Cal.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

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CURTISS WITH THREE CYLINDERS

Hammondsport Manufacturer Brings Out Unlooked for Model—Will be Rated at 10 Horsepower.

Although it has been a closely guarded secret, it now may be authoritatively stated, that a Curtiss motor bicycle with a three-cylinder engine will be among the real surprises of the new year, and of the forthcoming show in Madison Square Garden, New York.

The "triplet" will be rated at 10 horsepower. Its cylinders will be set at an angle of 50 degrees, with the exhaust and inlet mechanism arranged on the side. The general design of the engine and of the frame on which it will be mounted will conform with the present Curtiss models.

This newcomer, so far as known, will be the first three-cylinder motorcycle in existence.

Coaster Brake Licensor Begins Action.

As the first result of the pooling of coaster brake patents by the New Departure, Corbin, Eclipse and Miami companies, suit has been filed in the United States Circuit Court for the Northern District of New York, situate in Buffalo, against the Buffalo Metal Goods Co., makers of the Atherton coaster brake. The action was brought by the New Departure Mfg. Co., as licensor, and alleges infringement of not one but a number of the patents controlled by the several parties to the licensing agreement.

Metz Quits Motorcycles for Automobiles.

Charles H. Metz has returned to the old foctory in Waltham, Mass., in which for so many years he produced Orient bicycles and later the first modern motor bicycle. He has severed connection with the American Motor Co., of Brockton, Mass., with which he has been associated for some three years, and representing interests which have acquired the Waltham Mfg. Co., he is once more in charge of its affairs. He was president of that concern in its bicycle days. During late years it has been devoted wholly to automobiles, the manufacture of which, however, has not proved profitable. Metz, who produced its first cars also, will nevertheless continue their manufacture, but in different form. He will specialize a light runabout and a light delivery wagon.

Goodyear to Erect Building in Boston.

Their New England business having proved so prosperous, the Goodyear Tire and Rubber Co. have acquired the lot comprising 669 Boylston street, Boston, and are now tearing down the old structure standing thereon, which will be replaced by a modern four-story building specially designed to meet the Goodyear requirements. It will contain more than 10,000 square feet of floor space and will be ready for occupancy about May 1st. Until that time, the Goodyear company's Boston branch will remain at 261 Dartmouth street.

Holden Prepares to "Invade" Boston.

George N. Holden, of Springfield, Mass., who has been identified with Indian motorcycles since their inception, has enlarged his sphere by obtaining the Indian representation for Boston and vicinity, in which city he has leased a store, 35 by 70 feet, at 141 Massachusetts avenue, which is now being fitted for his occupancy. Holden's store in Springfield will be continued under the management of Bert S. Barrows, who for several years has been associated with him, and who, like Holden himself, knows motorcycles "from the ground up."

Old Pope Company Formally Interred.

The court order formally dissolving the old Pope Mfg. Co.—the New Jersey corporation—was issued on Thursday last. The new Connecticut company is therefore the only one of that name in existence.

MAIL ORDER MEN MAKE NEW MOVE

Trained Travelers to Follow Their Catalogs—To Try Semi-Benevolent Scheme on Crossroads Communities.

According to apparently well founded reports several of the larger mail order houses are preparing to follow their postage stamps with personal solicitation. They are said to be schooling a staff of men in all the scientific methods of expert salesmanship and who shortly will be "turned loose" on the agricultural communities. Every man is being trained in all the known clever schemes and tricks for playing on the weakest points in human nature.

In employing these salesmen, the mail-order houses have selected only experienced salesmen, who are drilled in the mail-order system. They are being taught the details of the organization and the course of operation.

These special salesmen are being given the impression that the mail-order houses are going to make something out of them. This will make the salesmen feel like returning the obligation, and they will do it by working hard and being loyal to their employers. They are given an insight into the great game of business. This arouses their enthusiasm. They see they are a part of a big thing, part of an active commercial warfare.

When a salesman has finished the course of training, he becomes a mail-order special representative. He will then be allotted to a certain district, and he will start in with the sole intention of getting well acquainted and establishing himself on a friendly basis with all the people residing in his district.

First, he will see that catalogues and advertising literature are thoroughly distributed in his district, and then he will call on the people personally and make the most alluring offers and bargain lots of mer-

chandise which it is possible to conceive.

The special representative in the mail-order house will go further than merely trying to sell merchandise. He will spend his time visiting, organizing social clubs, making arrangements for farmers' entertainments, forming farmers' benevolent and insurance clubs and looking after the farmers' entertainment interests and welfare in every way possible. He will advertise himself as being able to give free counsel and advice on all subjects, and always willing and ready to help the farmer in his difficulties and troubles.

All of this special service will cost the farmer absolutely nothing, but back of every motive, no mater how seemingly free and generous it may be, there will be the fact that all this work is simply a part of an immense plan of advertising which is to reach far into the future.

These salesmen will be provided with wagons in which to carry samples of merchandise, which they will place on the free trial arrangement. They are to be sent out among the farmers for the express purpose of making the people in the rural districts perfectly familiar with the lines of merchandise carried by mail-order houses.

The sample of merchandise to be distributed will represent special bargain leaders offered at an extremely low price in order to get in closer touch with the farmers and make them feel a deeper interest in the mail-order houses.

Every one of these special salesmen will be furnished with an outlined campaign for both social and regular work, which he will be compelled to carry out in the face of the strongest kind of rural competition.

In order to get the farmer interested in their lines, they will lose money on a first order if necessary, just to get the farmer into the habit of buying through the catalogue.

All of this work of arousing the farmer's interest and securing his patronage will not be left entirely to the field representative. His efforts will be reinforced by the strongest kind of a follow-up campaign, which will be operated from headquarters. While these silent printers'-ink salesmen are reaching the farmer through the mails, the special representative will be at the same time calling on the farmer and using personal salesmanship trying to get him into line.

The mail-order houses figure that once they have the privilege of personal contact with their customers and keep constantly active in the field, they will have the advantage over the local merchant in many ways. It is their claim that they are going to do big things when they once are represented by these salesmen, all of whom are able to discuss the advantages of catalogue trading with the farmer on an intelligent basis.

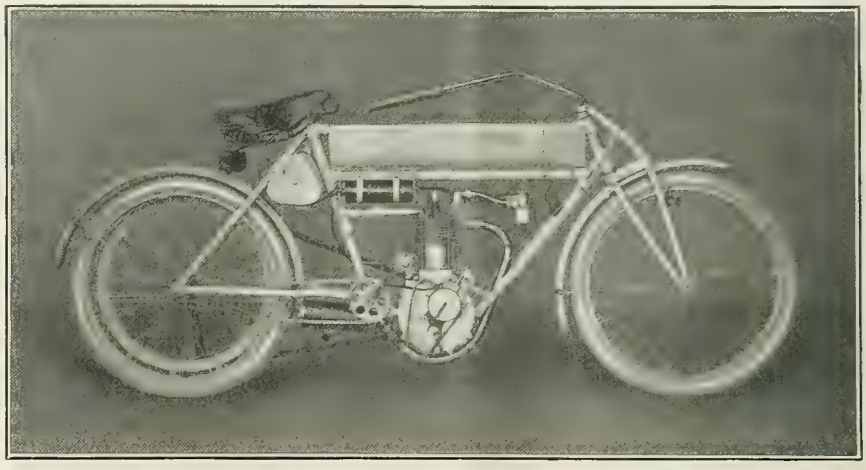
All of these active forces in the field are based on the belief that the farmers are sure to send their money away to the mail-order houses if the mail-order houses make the most determined effort to get business.

CURTISS ENLARGES HIS 1909 LINE

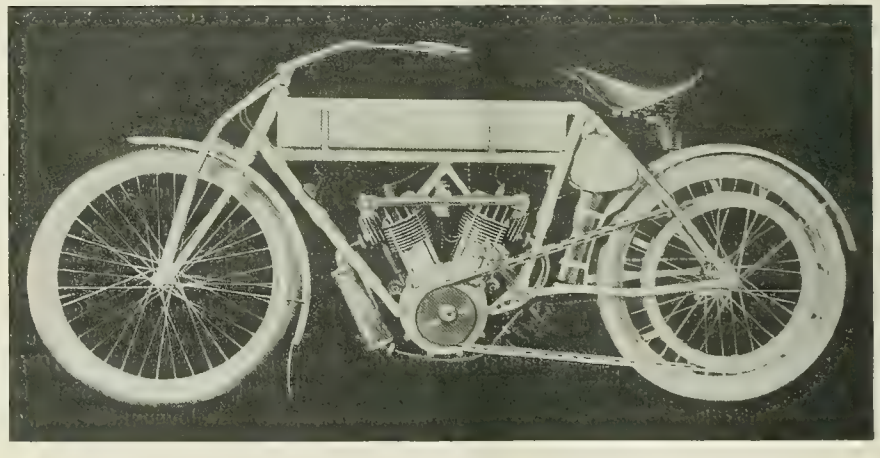
One, Two and Three Cylinder Models for 1909 — One Named in Honor of Wehman, and Why.

Two new models will be added to the line of Curtiss motorcycles for 1909—a three cylinder model of 10 horsepower and what is styled the Wehman model in honor of the secretary of the F. A. M., who recently embarked in the motorcycle business in Brooklyn, N. Y., and who designed the frame which is its distinctive feature. It is not only light, but the frame is but 17 inches in height, the distance from the ground to the top tube being only 15 inches. It thus affords a position which permits even the little fellows like Wehman to straddle it with both feet flat on the ground. It is the only Curtiss which will not employ the trussed or double bar frame which has characterized the line for some six years. The Wehman model dispenses with the extra tube, but is marked by an extra head brace, a torpedo-shaped gasolene tank being secured on top of the tube. The wheelbase is 56 inches and fitted with a 3½ single motor it weighs les than 120 pounds; it also will be supplied with a trim engine of 7 horsepower, the prices being respectively $225 and $300. The cylinder dimensions are 3¼-inch bore and 3⅝ stroke.

In addition to the three cylinder Curtiss which will be rated at 10 horsepower, the line will comprise a 3 horsepower single and a 6 horsepower twin dimensions, 3¼ by 3¼, at $200 and $275—with battery ignition respectively. As shown by the accompanying illustrations, they do not substantially depart from the previous Curtiss. Generally speaking, refinement of details only has been found possible. The engines, as heretofore, will employ roller bearings throughout, but they have been bettered by the adoption of a new form of piston pin construction, a hollow pin with generous bearing surface being used. A new muffler with longer piping and provided with a funnel-shaped ejector is another new feature. An improved form of V belt transmission is among the promises.



3 HORSEPOWER SINGLE CYLINDER CURTISS



6 HORSEPOWER TWIN CYLINDER CURTISS

The design of the frame and girder forks remains unchanged but the rear fork stays are heavier and a heavier and stronger cable and casing is used in the grip control system, which will operate in connection with V-shaped handle bars of new design.

The new Eclipse coaster brake and 26-inch wheels will be standard equipment, but 28-inch will be supplied when desired.

NO LET-UP IN EXPORT DECLINE

November Proved Another Bad Month, Losses Being Widespread—"Other Europe" Now Best Buyer.

November brought with it no improvement in the export trade. It simply repeated the long continued story of dwindling foreign business and the loss, if anything, was larger than the usual monthly losses. It amounted to 50 per cent., the value of November's exports totaling but $37,941, as compared with $75,558 in the corresponding month of last year.

But three of the staticial sub-divisions, Belgium, Netherlands, and Other Asia, developed increases. Belgium's purchases rose from $1,804 to $2,415, the Netherlands's from $1,486 to $4,858, and Other Asia from $290 to $2,726.

The losses, however, were so general and so large that these gains scarcely proved drops in the bucket. The United Kingdom fell from $13,129 to $5,203, France from $3,199 to $734, Germany from $2,708 to $230, while Italy and Other Europe slid downward in about the same ratios. On the other side of the world the shrinkages were of even greater proportions, Japan's purchases falling from $12,628 to $3,766, and those of British Australasia from $10,480 to $2,738. On this hemisphere there were no rifts in the clouds. Canada, Mexico, Cuba, the West Indies and all of the South American countries were on the wrong side of the book.

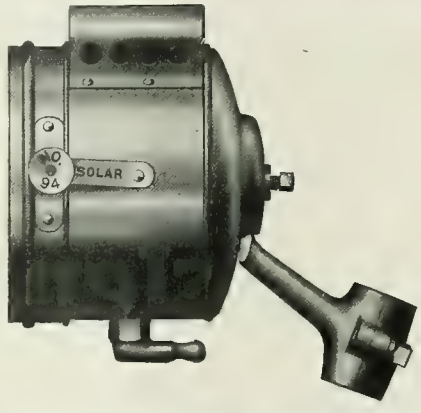
The totals for the eleven months are in keeping with those for November itself. Belgium and Italy, Argentina and Other South America, also "Other Countries" show modest advances, but in Other Asia alone is the increase worthy of remark; it amounts to $9,000. Although their purchases for the months showed no upward tendency, Other Europe and Mexico, in that order, now are America's best customers.

The record in detail for the month and for the eleven months of the year is as follows:

	November		Eleven Months Ending November		
	1907	1908	1906	1907	1908
Exported to—					
United Kingdom	$13,129	$5,103	$253,599	$247,359	$72,429
Belgium	1,804	2,415	24,828	24,988	25,193
France	3,199	734	18,844	52,970	7,256
Germany	2,708	230	78,429	37,733	27,453
Italy	2,640	1,690	27,036	21,077	21,644
Netherlands	1,486	4,858	115,208	33,676	32,442
Other Europe	3,979	1,067	225,993	148,239	82,332
British North America	3,031	2,073	64,986	61,013	56,439
Mexico	9,708	5,784	99,231	82,005	75,803
Cuba	3,412	982	28,912	45,684	25,876
Other West Indies and Bermuda	2,174	1,233	19,499	21,676	17,952
Argentina	1,220	464	17,402	15,346	17,825
Brazil	1,578	260	9,760	12,523	5,303
Other South America	1,209	1,085	19,391	13,142	14,434
Japan	12,628	3,766	200,912	96,581	62,571
British Australasia	10,480	2,738	74,191	83,356	67,523
Other Asia and Oceania	290	2,726	27,218	13,196	22,151
Other countries	883	733	15,525	7,395	7,898
Total	$75,558	$37,941	$1,320,964	$1,017,959	$642,524

Solar Motorcycle Lamp Arrives at Last.

Although it is fairly well known that the Badger Brass Mfg. Co., Kenosha, Wis., began experimenting with motorcycle lamps at least three years ago, it was not until last week that they made known that finally they had evolved one which they were satisfied to have bear the name Solar. As the accompanying illustration shows, it is of separate generator-searchlight type and is the sort of product to be expected of such high class manufacturers. It is made of heavy brass reinforced and riveted in assembling, is 6 inches high and 4½ inches long, and has removable powerful 4-inch Bausch & Lamb solar lens mirror reflector, front glass and 5-16 foot tip. It is made for standard flat bracket, which fits in a casting concealed inside the back of the single



piece body. The bracket fastens to lamp with a set screw and to handle bar stem with a clamp, so lamp turns. Special brackets for each standard brand of motorcycle will be supplied.

The generator is made of seamless drawn shells of heavy brass and has a larger carbide capacity (10 ounces) than any generator on the market. It is 8½ inches high and 3¾ inches in diameter, and has the Solar gas generation principle with an added needle valve giving perfect control of gas generation. The generator is provided with a screen in the carbide cup to separate used carbide and simplify cleaning, and has bracket lugs apart of generator, which simplify attachment with various brackets to any machine.

DUNLOP TIRE'S HUGE EARNINGS

Annual Statement Discloses Profits Far Exceeding $1,000,000—Parent Company Cuts Another 100 Per Cent. Melon.

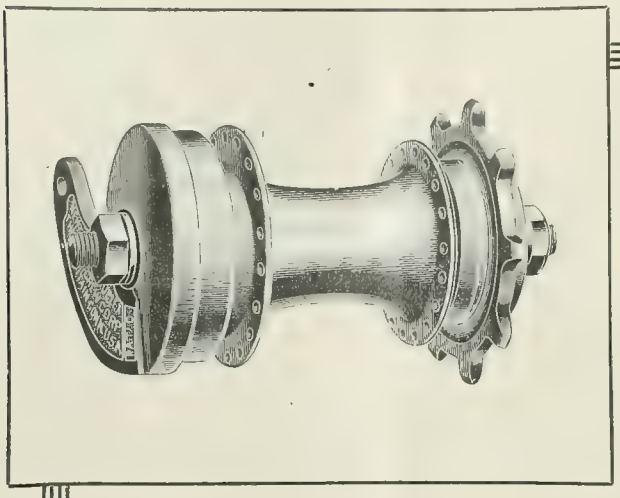
Despite what was considered an unfavorable season, the annual report of the Dunlop Pneumatic Tire Co., which still dominates the situation in Great Britain, shows a reduced balance of but £4,304. Its profits for the twelve months of its fiscal year which ended September 31st, amount to £192,941, as against £200,478 last year. Failures in the automobile trade caused a loss of £8,000, but as £19,271 was brought forward from last year, as against £16,037 in 1907, the disposable balance is but £4.304 less than a year ago. The good will account was reduced by £60,000, which was taken out of the current year's profits. On its deferred shares, the dividends for the year amounted to 8 per cent., which left a total of £12,467 to be carried forward. The Dunlop Rubber Co., the parent of the Pneumatic Tire Co., which latter holds about three-quarters of the rubber company's shares, reported a record year, its profits amounting to £302,918 as against £300,060 last year and £209,969 for 1907, an aggregate profit for the three years of $4,000,000. As was the case in 1907 a dividend of 100 per cent. was declared. The sum of £90,000 was placed in reserve and £27,415 carried forward.

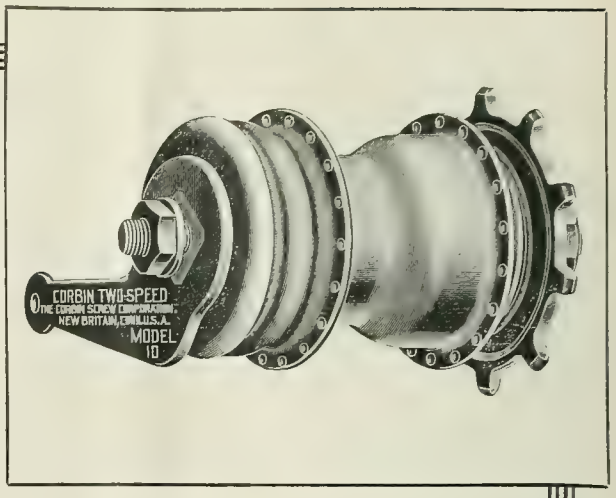
To Prevent Gradual Loss of Power.

One of the most gradual and, to the average man, most mystifying causes of lost power in a motor is due to the shortening of the exhaust valve stem by contact with the lift or push-rod. Only a new valve or the most skilful patchwork can overcome the trouble, the likelihood of which would be very considerably reduced did the manufacturers harden the ends of their valve stems with cynide of potassium, indeed, this hardening process profitably might be applied to a number of other parts susceptible to the gradual wear that so often give rise to perplexing problems; it is so employed by several makers of automobile engines, and experiments made with motorcycle parts during the past season abundantly proved that general application of the process will be well worth while and avoid the usual vexation.

Hendee Sees no Clouds on Horizon.

George M. Hendee, president of the Hendee Mfg. Co., returned to Springfield late last week from a trip to the larger cities which carried him as far west as Denver. He expressed himself as being uncommonly well pleased with the outlook for motorcycles and remarked the visible increase in the number of exclusive motorcycle dealers. There now are three of them in the city of Denver alone.





During 1909

the

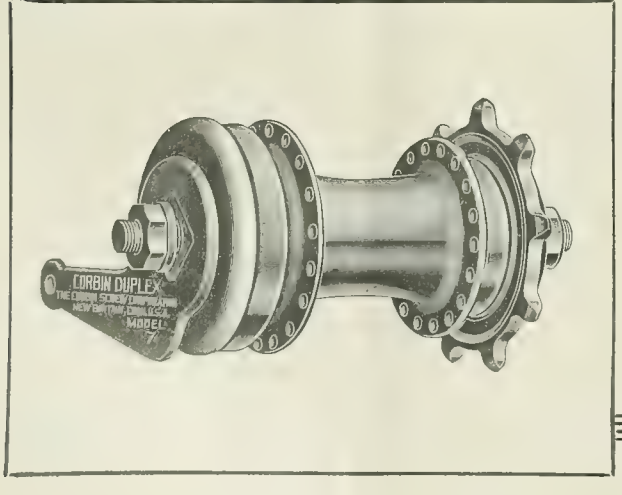
Corbin Coaster Brakes

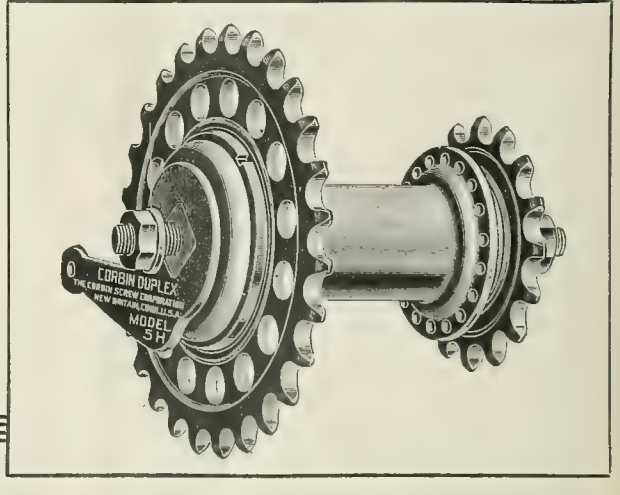
will continue to point the safest and surest way to pleasure and satisfaction. The name Corbin will remain a hallmark for which the thoughtful rider will seek and which the discriminating manufacturers of bicycles and of motorcycles will find it advantageous to place on their productions.

CORBIN SCREW CORPORATION

NEW BRITAIN, CONN., U. S. A.

LICENSED COASTER BRAKE MANUFACTURERS.





THE BICYCLING WORLD and MOTORCYCLE REVIEW
FOUNDED 1877

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☞Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, JANUARY 2, 1909.

The New York Motorcycle Show numbers of the Bicycling World and Motorcycle Review will bear dates January 16 and 23. The first number will contain a comprehensive forecast of the motorcycle exhibits in addition to a number of special articles on motorcycle subjects; the second number will contain complete and fully illustrated descriptions of all machines displayed, including their respective innovations and features. They will be issues such as will prove of real assistance to the prospective buyer in selecting his mount for 1909.

"Horrible Revelations" from Ireland.

New York's recent six-days race appears to have more than usually excited some of the foreign prints. The generally level-headed Irish Cyclist, for instance, devotes nearly a page to its condemnation.

Basing its opinions on the "horrible revelations" cabled to London's most conspicuous daily "shrieker," it avows with heat that it is a "brutal, demoralizing exhibition," and that those "who attend it under the delusion that it is a sporting affair are past praying for." It cannot "conceive of anyone who has the slightest pretensions to be a sportsman going twice to witness this great agony ride," the promoters of which are "on a par with those who run cock fights and wild beast shows," also it quotes Harry Reynolds, one of the imported fizzles of last year's race, as describing it as "a fiasco from start to finish." All of which inspires an "Ain't it awful, Mabel" feeling.

But our Irish cousin should calm itself. It should consider the sources of these "horrible revelations." There are many fevered fancies wielding lead pencils for newspapers that can stretch a grain of truth or of no truth at all and make it fill a quart measure, and not all of them exist on this side of the world. If we did not thoroughly salt about half the "revelations" that are cabled to the "yellows" of this country about crowned heads and other conspicuous personages abroad we would be justified in considering most of them fortunate to be outside of lunatic asylums or dime museums.

The six days race is not the most inspiring sporting event of the year but it is full of exciting moments and is a long, long way from being either brutal or demoralizing. And as for torture, there is more of it to be witnessed in one Marathon race than in sixteen six-days bicycle races. The fact that all save three of the men who competed in the last race gained weight during the week was a hard blow to the torture painters, and as Reynolds was one of the fiascos of last year's race his opinions of the event scarcely are worthy of notice. He and his team mate "blew up" on the very first day and were shipped home before the race fairly was under way. If he has evidence of wrongdoing he should prove himself a sportsman and out with it. The Bicycling World holds no brief for either the promoters or their project, and its columns are wide open to Mr. Reynolds; any information he may convey will be thankfully received.

The Irish Cyclist became so terribly worked up over the race before it got through with it that it sailed into Americans generally. It remarks that though we may talk a great deal about sport it sometimes thinks that we "have yet to learn the true meaning of the word." As evidence to that end it says the Americans who attended the Olympic games had applause only for American victors, while the great-hearted British public acclaimed all alike; then there was that Carpenter incident, too. The all-British staff of officials decided that the young American had fouled their own Lieut. Whatshisname and then there was the deuce to pay. That's more evidence of our unfair tactics and proof that we have much to learn about sport.

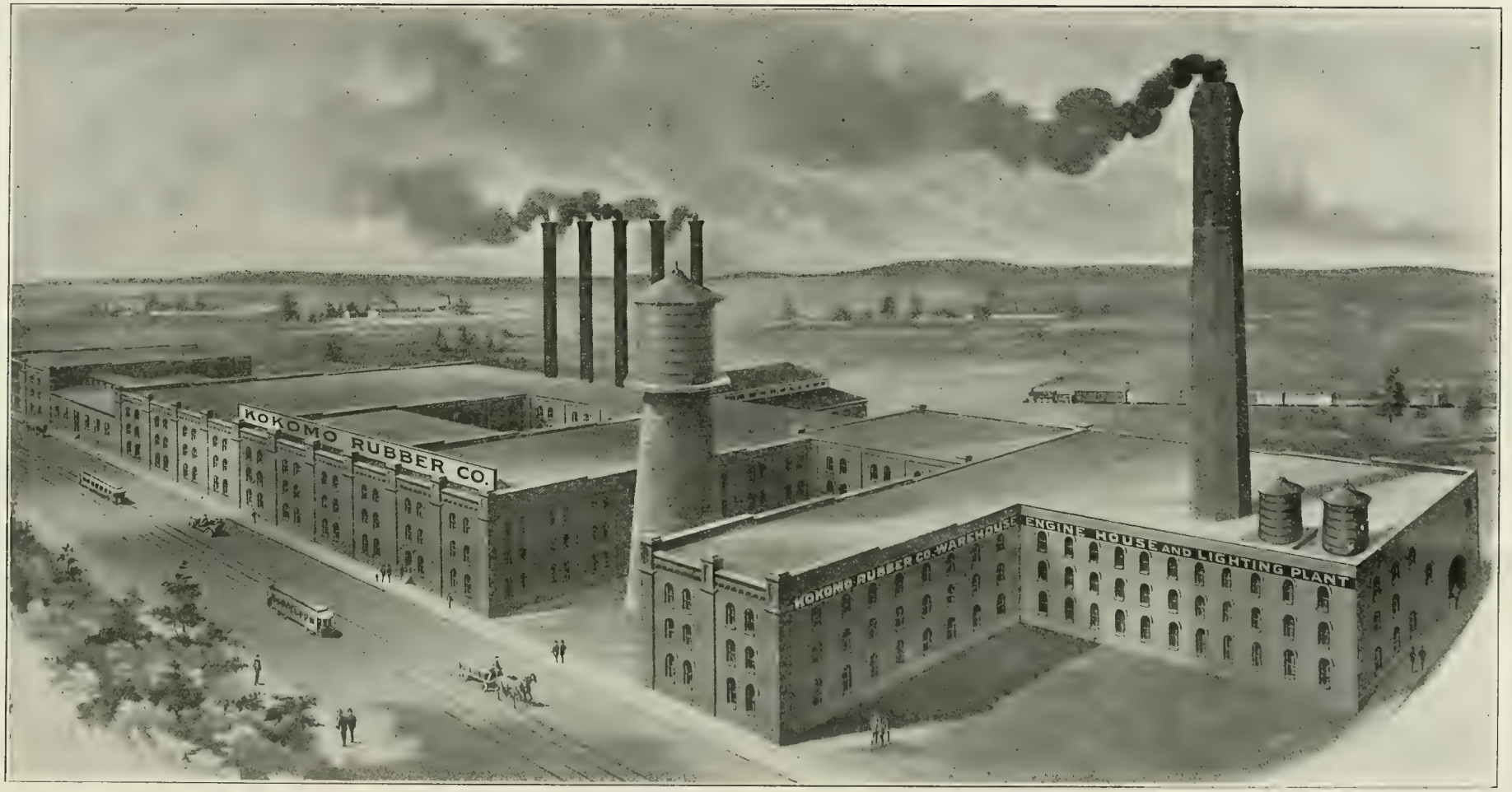
Of course, there is no denying it, we are are onery lot and sadly lacking in education, culture, fairness and all other elements of civilization. But our friends and critics across the sea should remember it is only 416 years since Christopher Columbus discovered America and they should try to bear with us. In that quick flight of time we have had small opportunity to think of such things as education, refinement or sportsmanship. We simply are a lot of untutored Turks. That's why we so frantically used to applaud Jimmy Michael, the little Welshman, even when he lost, and made of him a popular idol; and it was the same lack of sportsmanship that induced ten or twelve thousands of us to raise the roof of Madison Square Garden in glad acclaim when only four weeks ago Albert Edward Wills, of Putney, England, defeated our own Walthour when they met the day before that "brutal exhibition" styled the six days race. Is not this convincing proof that we are a rummy lot?

What a pity that Adam and Eve were not created earlier! For then Columbus might have discovered us sooner and we in turn might now be as wise and as fair and as thoroughly civilized as the gentlemen who inhabit the British Isles.

However, we extend an iced sponge to Editor Mecredy of the Irish Cyclist and with our best compliments we trust he will apply it to the base of the fevered brain of the young man—he must be young—who saw all those horrible phantasms and who worked himself into such a terrible state over such a Godforsaken country as this one, even if the map of Ireland itself is stamped so conspicuously on the faces of quite a few of its inhabitants, not even excepting its sportsmen.

The Los Angeles men who are about to invest capital in a six-lap motorcycle track will do well to think again before constructing a course of the sort. Three laps is preferable, but anything less than four is foredoomed to failure and is a menace to competitors and spectators alike; and even a three lap track for motorcycle racing must needs be much wider than any board course that yet has been built. The Californians should profit by the experience with the six lap course at the Paterson Stadium.

THE PLANTS WHEREIN THE AMERICAN BICYCLE AND ITS COMPONENTS ARE PRODUCED



VII.- KOKOMO RUBBER CO.'S FACTORY AT KOKOMO, IND.

"MAJOR" TAYLOR FOWLS CLARKE

Negro Rider Spoils Third Heat in Hotly Contested Match Race at Boston—Amateurs in a Sensational Spill.

Before the largest crowd of the season and attended by more enthusiasm than has been manifested by any other match race this year A. J. "Rocket" Clarke, the Australian champion, defeated "Major" Taylor in their match race at the Park Square Coliseum, Boston, Christmas night. After each man had won a heat the negro so deliberately and repeatedly fouled the little Australian that Referee Reynolds ordered the heat re-ridden. Upon Taylor's refusal the race was awarded to Clarke. Norman M. Anderson, the crack Danish sprinter, won the 10-miles open for professionals, while J. T. Halligan, of Newark, walked away with the handicap. Halstead added to his reputation by winning the amateur open and Charles Turville defeated Gus Lawson in a thrilling 5-miles motor race. The attendance was numbered at about 6,000.

This meet took the place of the 24-hours race which had been scheduled for Christmas day. As nearly as can be learned, most of the crack riders who will compete in the St. Louis and Kansas City six days races, declined to risk the chance of being disabled in the interim and the Boston management met their views by substituting a program of short events.

Naturally the match between Clarke and Taylor was looked forward to with a great deal of interest. During the year Clarke has scored victories over Kramer, Mayer and Iver Lawson. On the Saturday night before Taylor had showed a clean pair of heels to Macfarland, so that Clarke was very anxious to go against the dusky sprinter from Worcester, for the reason that Taylor has at various times defeated the best men of Europe, sprinters which Clarke will meet for the first time this month.

Clarke won the toss and drew the pole for the first heat, at one-half mile, and took the pace at the gun. The Australian moved slowly for two or three laps, with Taylor trailing. At a quarter of a mile to go Clarke suddenly began to unwind and he caught the negro napping for a gain of 5 yards. Taylor closed the gap, but in the meantime Clarke had increased his speed and at the bell was flying. Taylor rode desperately in the last lap but he could only meet the speed of Clarke, and try as hard as he could, he could never get even. The men flashed across the tape with Clarke leading by nearly a wheel. It was a splendid heat and apparently the result pleased the crowd, for the outburst of applause was spontaneous and equalled any ever given a winner in Boston. The cheering lasted for five minutes and would not have stopped then but for the fact that Clarke went to his quarters.

The second heat, at one mile, had Taylor on the pole and the negro nosed his way in front for two laps. Clarke then went around and it looked as though he intended to repeat by making the going three laps. With that number of laps to go Clarke unlimbered, but Taylor was taking no chances and with a magnificent jump of speed he passed the Australian. Clarke made a herculean effort in the closing distance but Taylor never rode better in his life and he successfully resisted every effort of Clarke to pass.

For a deciding heat a distance of one-half mile was selected and Clarke took the pole and made the going. Less than two laps from the finish Taylor jumped and managed to get by. Clarke, apparently, had not shown his real speed for he came on with such a rush that Taylor, seeing he was likely to pass, deliberately switched the Australian up the bank. Naturally, this action on the part of the negro nettled Clarke, but he dove off the bank and was about to pass when Taylor swung half way up the back stretch banking. With the crowd hissing and hooting Taylor, Clarke held up his hand in protest. There is not a cleaner rider in the world than Clarke and not once in his career has his riding merited a reprimand from the referee.

Howard Reynolds, the National Cycling Association's representative, was acting in the capacity of referee and he had decided that the heat must be re-ridden even before Taylor committed the second foul. When his decision was conveyed to Taylor, the negro sulked and refused to ride another heat. Clarke was anxious to have another heat and was disappointed because the victory had to be given him on a technicality.

Eight riders qualified in the trial heats of the one-mile professional handicap and the unplaced men then rode a repechage heat with three men to qualify for the final. Eleven men faced the starter in the final heat, with Ben Hill on the 150 yards and his old running-mate, Halligan, on the 125 yards. Halligan caught Hill and the pair exchanged pace to such advantage that the low markers never had a chance. Halligan beat Hill in the sprint and Krebs circled the remainder of the field for third place. Peter Drobach was fourth.

John Bedell made his first appearance since he broke his collar bone and the crowd gave him a hearty welcome when he lined up with the field in the 10-miles open. With special prizes at every half mile the field was shaken up and in one of the sprints some one threw E. F. Root. Drobach was the most assiduous half-mile worker and managed to get five of the specials. Halligan, Smith and Holbrook got three each, McPartland two and Ben Hill one. When the gun announced the beginning of the last mile McPartland was leading, but soon was passed by Anderson, who in turn gave way to "Herr" Krebs. Another lap and John Bedell went up, with Menus Bedell protecting his rear wheel, and at three laps to go it looked like a sure thing for the Bedells. A big surprise was in store for the "fans," however, for at two laps to go Anderson came out of the field like a whirlwind and passed the Bedells as though they were anchored. John tried to overhaul the flying Dane but did not have the speed. Menus then attempted to get a sight of Anderson's rear wheel but it was too late. Anderson won, Menus Bedell was second, Mitten a clever third and Wiley fourth.

There were too many starters in the five-miles amateur open and a spill in the first mile reduced the field of 25 by seven. Tom Connolly was tossed into the grandstand seats, but fortunately escaped serious injury. A little later Bussey punctured and the men kept dropping off one by one. Halstead set the pace for the entire last mile and beat McKinnon by a length, with Hayes a close third. In addition to winning the race Halstead won three of the mile prizes, the other going to Dewhurst.

Gus Lawson and Charles Turville provided the thrills in a five-mile motorcycle match race. Lawson showed terrific speed at times and might have won but for a balky motor. Despite this handicap he was less than a length behind his opponent at the finish gun. The time for the five miles was 7:25⅗, the fastest performance ever made on the ten-lap Boston saucer. The summaries:

One mile handicap, professional—First heat won by Ben Hill (150). Time, 1:09. Second heat won by J. T. Halligan (125). Time, 1:08⅖. Third heat won by Thomas Smith (85). Time, 1:12⅖. Fourth heat won by Peter Drobach (75). Time, 1:17⅘. Fifth heat won by Dave Mackay (65). Time, 1:15. Sixth heat won by George Cameron (50). Time, 1:07⅘. Seventh heat won by Floyd Krebs (40).. Time, 1:08⅕. Eighth heat won by Norman M. Anderson (25). Time, 1:04⅖. Repechage heat for non winners won by Fred Hill; second, Walter DeMara; third, Dennis Connolly. Time, 1:01⅕. Final heat won by J. T. Halligan, Newark, N. J.; second, Ben Hill, Newark, N. J.; third, Floyd Krebs, Newark, N. J.; fourth, Peter J. Drobach, South Boston. Time, 2:03⅘.

Five miles open, amateur—Won by Alfred Halstead, Sacramento, Cal.; second, J. J. McKinnon, Boston; third, D. Hayes, Boston. Time, 12:08⅖.

Ten miles open, professional—Won by Norman M. Anderson, Denmark; second, Menus Bedell, Newark, N. J.; third, W. L. Mitten, Davenport, Ia.; fourth, George Wiley, Syracuse, N. Y.; fifth, John Bedell, Newark, N. J.; sixth, George Cameron, New York City; seventh, Floyd Krebs, Newark, N. J. Time, 23:12⅗.

Five miles motorcycle match, professional—Won by Charles Turville, Philadelphia; second, Gus Lawson, Buffalo. Time, 7:25⅗.

Match sprint between A. J. Clarke, Melbourne, Australia, and "Major" Taylor,

Worcester, Mass.—First heat (one-half mile) won by Clarke. Time, 1:21⅘. Second heat (one mile) won by Taylor. Time, 2:45⅘. Third heat (one-half mile) won by Taylor, but disqualified for foul riding and race awarded to Clarke. Time, 1:17.

Boston Track Adopts Point Rating.

To decide the "championship" of the indoor Boston track it has been decided to keep points on the various professional riders, both in handicap and scratch races, from now on. The management will offer a purse for the winner of each of these divisions at the close of the season. Each week the order of the first ten men will be taken, and ten points will be given to the first man, nine points to the second, and so on down to the tenth man, who will get one point. The present standing in each division is as follows:

In handicap races—Joseph T. Halligan, Newark, N. J., 10 points; Benjamin Hill, Newark, 9; Floyd Krebs, Newark, 8; Peter J. Drobach, South Boston, 7; Dennis Connolly, Everett, Mass., 6; Dave Mackay, Newark, 5; Norman M. Anderson, Denmark, 4; George Guthrie Cameron, New York City, 3; Fred Hill, Watertown, Mass., 2, and Thomas Smith, Newark, 1.

In scratch races—Norman M. Anderson, Denmark, 10; Menus Bedell, Newark, 9; Worth L. Mitten, Davenport, Ia., 8; George Wiley, Syracuse, 7; John Bedell, Newark, 6;George G. Cameron, New York City, 5; Floyd Krebs, Newark, 4; Peter J. Drobach, South Boston, 3; Hugh McPartland, Woburn, Mass., 2, and Dennis Connolly, Everett, Mass, 1.

Purchases that Prove Time's Changes.

That "things are not like they used to be" in bicycle racing is a fact that has been learned by more than one crack racing man in the last year or so. It was only a few years ago that a racing man for the asking could have a couple of bicycles presented to him with the manufacturer's compliments, and in the case of some of the champions, with a boquet in the form of a weekly salary thrown in. But since professional racing has become as much of a business as the industry itself negotiations between racing men and manufacturers now are conducted on a cash basis. The change was remarked one day this week by H. A. Leinhard, of the Pope Mfg. Co., in commenting on the receipt from Ben Monroe of an order for two new racing bicycles, and of another from Charles Vanoni, the Italian rider, who ordered three new Tribune racing machines. Vanoni and Monroe are not the only cracks who have to pay for their bicycles nowadays—for with perhaps one or two exceptions all the professionals are compelled to exchange a small portion of their earnings for the means of making additional cash.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

MACFARLAND SAILS FOR EUROPE

Californian Off to Fulfil Racing Engagements in Paris—Clarke Accompanies Him, to Ride in Sprint Contests.

The American Liner St. Paul took a cargo of smacks to sea Saturday morning last, 26th ult. Not fishing smacks, but the old-fashioned osculatory kind that are said to be full of germs.

A cluster of mistletoe hung over the entrance to the main dining room of the St. Paul as the big ship lay at the pier preparatory to sailing for the other side. For some time no attention was paid to it, but



CLARKE HELD UP BY MACFARLAND

finally, when a comely young woman tried to enter the saloon she found herself in the clutches of a tall man, slightly bald, who imprinted a resounding smack on her starboard cheek. In response to her indignant protest the tall man kissed her on the port cheek and pointed to the suspended mistletoe.

Soon there was such a succession of osculatory adventure at that point, and the excitement grew so great that the unsentimental purser ordered the mistletoe taken down. Needless to add, that the tall man who started the trouble was Floyd A. Macfarland, the winner of the six-days race, who goes abroad to ride at the winter track in Paris.

Macfarland was accompanied by A. J. "Rocket" Clarke, the young Australian who reached the top notch in the ranks of pedal pushers this year. Macfarland has signed with M. Durand, manager of the Velodrome D'Hiver, Paris, for a series of races to be held during the next two months. The majority of the races will be either behind motor or human pace, while Clarke will ride match sprint races. With Macfarland to coach him the crack little Australian should be able to turn to good account the experience he had has in America and to make good in his contests with the foreign cracks whom he will meet.

Walter DeMara, who finished third in the six-days race, will sail for Europe the latter part of February, having signed to ride ten match races at the winter track. A late rumor is to the effect that James F. Moran, Macfarland's partner in the six-days days race, and Hugh MacLean, champion motorpace follower of America, also intend to take another try at European racing before the summer season. As Moran and MacLean both have made good during their appearances on the other side the acquisition of either or both these American riders will mean much to the Parisian Velodrome.

Logan Catches a Tartar on the Stage.

Patrick Henry Logan who, between his periods of bicycle racing, is known as the "soft-spoken South Boston orator", found that it is one thing to ride a six-day race on a ten-lap banked track, but that it is quite another thing to ride a two-mile race on the rollers. When the Davis-Gledhill trio was in Boston, Logan sat with the audience one night. The announcer recited his usual spasm to the effect that Davis would challenge any rider in the world for any sum.

To Logan that was like waving a crimson rag in front of a greaser bull. He jumped from his seat and shouted that he would ride Davis the following night. Some one in the audience recognized the South Boston rider and yelled: "Good boy, Patsy." The crowd took up the cry and so there was nothing for Davis but to accept. Logan was around the following night and the men mounted the rollers, with $35 as the consideration. Logan was beaten. Logan wasn't satisfied and made arrangements for a return match the following night, that time taking the opposite set of rollers, thinking his opponent might have had the advantage the night before.

The result, however, was the same. Logan was outpedaled, and was satisfied, shaking hands with his conqueror. Logan learned one lesson as the result of the encounter, and that is that it is a difficult thing to defeat a man at his own game—one which furnishes his bread and butter.

Chicago Indians Organize a Tribe.

The Indian Motorcycle Club is the title of an organization formed in Chicago at a meeting held last week in the Hendee branch, at which these officers were elected: President, James Sefcheek; vice-president, John T. Fisher; secretary, C. S. Benham; financial secretary, C. E. Jenkins; treasurer, Wilson Cook; sergeant-at-arms, H. W. Miller; captain, George Lyons; first lieutenant, A. Kratochvil; second lieutenant, T. C. MacVicar. Fred Huyck, the mile champion and record holder, and Charles W. Van Sickle are among the members already enrolled.

Who Was Who in 1908 and the Marks They Made

The year just passed will be inscribed in the annals of bicycle racing history as a record-breaker in every sense of the word. Seven world's records were broken in professional events, eleven world's amateur records were wiped from the slate, while eight American road records were broken, and three new marks established.

Although several of the most notable achievements, of which Albert Edward Wills's hour ride and Arthur Vanderstuyft's two hours' ride stand out as the most brilliant, were accomplished abroad, a glance at the record table shows that American riders figured most prominently in the establishment of new records.

The first professional record to be broken last year was the 1-6 mile unpaced against time, when Frank L. Kramer covered this distance in 16⅗ seconds. Later in the year, at Paterson, Kramer reduced this time three-fifths of a second, but the record was not allowed, as the Paterson track was found to be short.

The 1-3 mile unpaced competition record of 0:38⅗, which had stood since 1897, was broken by Kramer at the Newark Velodrome July 12; he sliced one-fifth second from Bald's previous mark. On August 16th Kramer again broke the record, when he covered the distance in 38 seconds flat.

Two of the brightest performances of the year were made by A. J. Clarke, the Australian rider, who broke the unpaced half-mile records both in competition and against time. Clarke broke his own competition record for this distance when he won a half-mile handicap from scratch at the Saltair ten-lap saucer August 19th, in the remarkable time of 51⅕ seconds; his old record was 0:53⅗. Five days later he broke W. M. Samuelson's record of 51⅕ seconds, setting a new mark of 0:50⅗. The only other professional record broken by an American during 1908 was the 25 miles unpaced competition, professional. At Newark, October 25th, Kramer covered the distance in 0:57⅗; his old record, made seven years ago, was 0:57:52⅘.

As previously stated, the greatest performances of the year were the respective rides of Albert Edward Wills and Arthur Vanderstuyft. Wills wrote his name on the book of fame August 17th, when, paced by Bertin, he rode 61 miles 905 yards in one hour. The previous record had been held by Guignard and stood at 59 miles 30 yards. The two hour record of 105 miles 195 yards received two hard jolts during the year. On August 23rd Guignard added 808 yards to his previous record, but this latest attempt was erased by a clean sponge in the person of Arthur Vanderstuyft on October 11th. The Belgian covered 106 miles 1,498 yards in two hours, an average of nearly 53½ miles an hour. Vanderstuyft's feat equally was as meritorious as that of Wills when it is considered that he made his record in competition, while Wills's record ride was accomplished with no one on the track but himself and pacemaker. Another meritorious performance was the breaking of the three hours' motor paced record by Fritz Theile, August 30th. This record also was made in competition, Theile covering 144 miles 618 yards, an average of slightly more than 48 miles an hour. On the same day at Paris Maurice Brocco broke the one hour human paced competition record made by himself ten days before; his second record breaking ride resulting in a new mark of 31 miles 1,594 yards. The old record was 30 miles 855 yards, made by Pottier in 1905.

The world's human paced competition records for 6, 12 and 24 hours were broken by Leon Georget at Paris, September 6, the respective distances being 169 miles 938 yards, 322 miles 1,619 yards and 603 miles 1,120 yards. The year closed with new six day records for team racing, when MacFarland and Moran won the recent six days' race after covering 2,737 miles 1 lap. The old record for a six days team race stood at 2,733 miles 4 laps, and was made by Miller and Waller in 1899.

The amateur record tables, both for the track and the road, also suffered upheavals greater than attended the performances of their avowed cash-chasing brethren. Strange to relate, not one track record was broken in the East, all the new marks being divided between the Salt Palace and Saltair tracks at Salt Lake City and the Glenwood saucer at Ogden, Utah.

The quarter-mile unpaced against time, which had been held jointly at 25 seconds by Calvin Snow since 1896, and by N. C. Hopper since 1902, was lowered by Albert Crebs at Saltair August 2nd, when he covered the distance in 0:24⅘. Hopper's half mile unpaced record against time of 53⅗ seconds fell to Percy Lawrence, who reduced it two-fifths of a second. This feat was accomplished at Saltair August 9th. Lawrence also broke the three-quarter mile unpaced against time August 19th, covering the distance in 1:23⅗. Previously the record was 1:32⅖, held by S. H. Wilcox.

The one, two, three, four and five miles unpaced against time records all were wiped from the slate, Parley Giles, of Salt Lake City, having the distinction of breaking all of them. The old records, which were held by various riders, were as follows: 1 mile, 2:00⅖; 2 miles, 4:25; 3 miles, 6:39; 4 miles, 8:54⅖, and 5 miles, 11:56⅘. Giles's times, made at different tracks, upon separate occasions, are as follows: 1:55, 4:09, 6:25⅗, 8:51⅖ and 11:00. Giles unquestionably was the best unpaced amateur rider of the year.

The two miles competition record was broken by Percy Lawrence, July 22, when he reduced the time from 3:56⅖ to 3:53⅗. This young Californian also broke the handicap record when he won a scratch race in 6:07. It does not, however, break the open competition record of 5:57⅕, held by A. Carter. Another long-standing amateur record to fall was the five miles unpaced competition, which had stood at 10:31⅗ for several years. Hal McCormack cut two-fifths of a second from it in a five miles open at the Salt Palace saucer, July 17.

Abroad, the only world's amateur record to fall was the hour motor paced, held by Bardonneau, at 47 miles 1,662 yards. At the Parc des Princes track, Paris, September 26th, O. Lapize rode 51 miles 691 yards in a trial against time. Lapize since has turned professional.

Although road racing in the East suffered considerably because of the plentitude of track racing eight American road records were broken and three new marks established. The records that were broken were at distances of 1, 2, 5, 10, 12, 20, 50 and 60 miles, while times were established for one-third mile, 11 and 16 miles. The one-third mile record was established at Plainfield, N. J., in an open race held there September 7th, Courtney Peer, of the National Turners, winning in 40⅗ seconds. The 11 miles record was created at Baltimore September 27th, the holder being Thomas S. Taylor, and the time 33:55. Silas Brown established a 16 miles record at Hamilton, Ohio, July 4th, when he won a time prize in 46 minutes.

One of the most notable performances consisted in breaking the mile record, previously held by Reese Hughes, in 2:29. At the Westfield races, on August 8th, three heats in a mile race resulted in exactly the same time—2 minutes 2 seconds, so that the record is held jointly by Sherman C. Haberle, R. L. Guthridge and Henry Surman. So far as is known this is a world's unpaced record on the road. The records for 2 and 5 miles were broken by J. B. Hawkins, the respective times being 5:07⅕ and 12:28⅖, as against the old marks of 5:27⅗ and 14:09.

When he won the Camden-Atlantic City road race on May 3rd, Raymond Nelson broke the records for both 50 miles and 60 miles, previously held by Charles A. Sherwood, in 2:47:00 and 3:14:00, respectively. Nelson's time for 50 miles was 2:21:18 and for 60 miles, 2:46:00. The 10 miles record was broken by Archie Rawlings at Tampa, Fla., when he covered the distance in 23:53, the old mark being 24:05. Walter Harris holds the 12 miles record in 28:50, made at San Antonio, Texas, on May 30th. The

old record of 55:03 for 20 miles was shattered by Joe Eifler on July 26, when he won the time prize in a race at Valley Stream, N. Y., in 53.20.

If 1908 was a record-breaker as regards bicycle racing, it was a "slasher" so far as motorcycle records are concerned. Never in the history of the sport was the motorcycle record table knocked so topsy-turvy, for not only one or two records were broken, but every record, both in competition and against time, was wiped from the slate, and in addition many new marks were created. In fact, the records were so generally and repeatedly upset that they all of them have not yet been thoroughly sifted and officially bulletined.

This record-slashing process began on June 28th, when M. J. Graves broke the 25 miles competition record by covering the distance on a Los Angeles track in 26:38⅗. Graves's figures remained on the books until September 9th, when, on the same track, J. Howard Schafer wiped from the slate all competition records from 10 miles upward by covering 56 miles 660 yards in 60 minutes of riding. His record was not destined to remain until the end of the year, however, for on November 29th at Los Angeles, G. B. Blaylock made a new hour record of 57½ miles, and in the same race Fred Huyck broke all competition records up to 25 miles, when he was compelled to quit because of a mishap.

On September 20th, at Detroit, Stanley T. Kellogg broke the world's record for 5 miles against time when he was timed in 4:43⅕ for the five laps of the track, but this performance was later put in the shade when Huyck covered five miles from a standing start in 4:38, at Los Angeles. At the same meet Huyck broke the world's standing start record for one mile, in 1:01; the old record had been 1:03⅗, made by himself at Detroit, October 22nd.

Huyck was really the speed marvel of the season. In addition to the records mentioned he broke the 10 miles competition record at Detroit, September 20th, in 9:17. On the same track, October 22nd, besides breaking the mile standing start record which later was erased by himself as stated, the young Chicagoan broke the world's record for a mile flying start against time in 54⅖ seconds, besides making the most memorable ride of the year, that of establishing an hour record against time. In the 60 minutes of riding this young whirlwind covered 61 miles 352 yards. The only notable performance abroad was the breaking of the world's hour record against time by C. R. Collier, at the Brooklands 2 1-3 miles track, a scientifically banked cement course. Collier covered 67 miles 1,655 yards on this track, while Huyck's sterling performance was made on a mile dirt track.

The first 100 miles race ever held in America—at Philadelphia, October 10th—was won by Stanley T. Kellogg and resulted in the establishment of an American record for the distance, covered in 2:05:05⅘. In the same sort of a race at Birmingham, Ala., November 24th, Robert Stubbs not only eclipsed Kellogg's time but broke the world's record for the distance, covering 100 miles in 1:51:51. The previous world's record was 2:02:19, made by H. A. Collier in England.

In addition to the foregoing, all of which are amateur records, 14 professional records were for the first time placed on the F. A. M. books, all of them to the credit of Jacob Derosier. With the exception of the 50 miles record in competition, made on a 12-lap board track at Paterson, the time being 1:18:00, all Derosier's records were made at the 6-lap track at Clifton, N. J. The ⅓-, ½- and 1-mile records against time from a standing start are 0:13⅕, 0:27⅗ and 0:56, respectively, while the mile record from a standing start is 1:02. In addition to these Derosier established competition records from 1 mile to 50 miles, inclusive.

All these records were made by machines having a piston displacement not exceeding 61 cubic inches. Abroad motors of any size are allowed to go against the records and as the times made in America far surpass any made abroad, with one single exception, it easily is seen that so far as speed is a factor in motorcycling America leads the world.

The only performance on a machine exceeding 61 cubic inches piston displacement was the mile against time from a standing start. This was accomplished by W. H. Wray in March, when he covered a mile straightaway stretch on the beach at Ormond, Fla., in 50⅖ seconds, but it stands merely as a notable performance, not as an official record.

Brown Captures Empire's Biggest Cup.

The last "cork" race of 1908 is over and two score Brooklyn riders are glad, although 37 of them did not have their names inscribed on the three cups which the Empire City Wheelmen paid its good treasury coin for.

The "cork" races were an institution started by the Cycle Path Cork Pullers, as the Empire City Wheelmen were called before they adopted a constitution and by-laws and formed a real organization. The members of the club used to meet at Park Circle, Brooklyn, every Sunday morning and race for the privilege of wearing a gold cork—an ordinary champagne stopper coated with gilt paint—on his saddle until the following Sunday. After the formation of the Empire City Wheelmen the club voted to continue the races, and offered three beautiful silver cups to the rider having the most points at the end of the year. A race was never postponed because of unfavorable weather.

Sunday last, 27th ult., was no exception, and a bunch of Empire City men congregated for the final race over roads covered with ice, snow and mud. The distance was 10 miles and the handicaps ranged from scratch to 1 minute 45 seconds.

Brown, Fisher, Missimer and Orlando started from the honor mark, but trouble commenced soon after the start. Missimer felt so strong that he snapped his chain and then tried to do a Salome dance in the mud for the edification of some innocent bystanders. The subsequent elimination of Brown and Rhodes weakened the scratch bunch to such an extent that the final sprint was won by Hoppe, Frommeyer and Murphy, in the order named. Brown and Rhodes, however, had secured sufficient points to get a grasp on the cups and the first named won the large cup with a total of 16 points. As Rhodes and Hoppe are tied with 15 points for the second and third prizes a match race has been suggested as the easiest way of deciding which of these two riders shall possess second prize.

The Situation in Salt Lake City.

"The bicycle game in this city, which has so long been the 'Mecca' for riders, came near falling to ruin in 1908, and just because some misguided mortal conceived the idea that two bicycle tracks in Salt Lake City would be just the proper thing," writes W. D. Bratz, in the Salt Lake Evening Telegram. "This phase of the popular game here, however, needs no further comment, as the fans have been pretty well able to judge the result for themselves.

"Aside from the senseless controversy and jealousy which characterized the opening of the season, the year was a good one, from every point of view. Both tracks supplied some good racing, and, one of them, at least, made some money. Both tracks established several new world's records and the fans were treated to good racing.

"Just what the prospects are for next season is not known. The Salt Palace track is now tied up in a mass of litigation and the Saltair management has not yet announced any plans for next year. Harry Heagren, who has managed the Salt Palace track for a number of years, would again take the track under a satisfactory contract, and he would not go 'very far' to get the job.

"Floyd Macfarland, the popular rider, has informed the writer that he would pay a liberal price on the track for the season of 1909, but that he would not consider it after January 1. He believes that he could sign up a host of good riders before departing for Europe and thus get the pick of the men before the eastern tracks get the signatures of most of the good men, and, he states, that they are hot after the big men for next year.

"Hardy Downing has also been spoken of as a manager for next season, although Hardy personally told the writer that he would not go 'very far' to get a job.

"It would be a blessing to the bicycle game in Utah if some capable, unbiased manager could gain the management of both tracks and then assign the meets and races to the two tracks without discrimination, but that sounds too good to be true."

POLICE SPOIL THE MIDNIGHT RACE

Trail Motorcyclists and Arrest All Who Exceed Speed Limit—Big Field Starts in Bicycle Class.

Just who won the 22d annual midnight bicycle race from New York City to Yonkers and Tarrytown, which finished at the latter place early yesterday morning, 1st inst., is not yet apparent. According to last reports Paul C. Heidrich, of Dobbs Ferry, reached Tarrytown at 1:20, five minutes ahead of any one else, but it is likely that he will be disqualified.

It is claimed that Heidrich, in company with another Dobbs Ferry rider, after receiving his instructions at the annual headquarters of the "Associated Cycling Clubs" in West Sixtieth street, decided to start for Yonkers without the formality of waiting for the other 26 riders. Naturally Heidrich and his companion reached Yonkers and Tarrytown first, but it is more than likely they will not get any of the prizes.

The start was made from Broadway and Sixtieth street without incident other than has attended the starts of the 21 previous affairs of the sort. This year there were no motorcycle "cops" on hand and the large crowd of holiday merrymakers persisted in crowding in front of the contestants before the getaway. The officials had a busy few minutes lining them up and clearing a path to start. The one-time alderman who, with two or three other men, style themselves the "Associated Cycling Clubs," as usual fired the starting pistol at precisely one minute past midnight. Twenty-eight riders started, as follows:

J. Gibson, Empire Wheelmen; F. G. Carolan and P. C. Heidrich, Dobbs Ferry; David Rush, Worra Social Club; William Ellsworth, Dobbs Ferry; George Gregory, New York City; Charles Deegan and James Graney, Dobbs Ferry; C. Van Stretter, C. R. C. A.; Charles Nerent, Monroe Wheelmen; A. Kreuder, New York City; T. Fahey, New York City; P. Flood, Worra Social Club; Otto J. Stein, Prospect Wheelmen; Martin Kessler, John J. Forsythe and T. Wack, Monroe Wheelmen; J. Stutz, C. Gralower M. Schulman, M. Goldberg, C. M. Schlosser, O. E. Titus and W. A. Schaeffer, New York City; Victor Anderson, C. Martin and G. Keller, Bronx, and H. Thykitt, Hackensack.

Under the rules the riders were allowed to chose any route out of New York City and the division split up soon after the start. Albert Kreuder was one of the first to be eliminated. He struck a hole in the street and broke his front wheel, but was not injured.

It has been such a regular thing for Martin Kessler and John J. Forsythe to win both at Yonkers and Tarrytown that two of the better known riders determined to follow this pair throughout the race. Instead of turning into 110th street and going up St. Nicholas avenue as a majority of the riders did, Kessler, Forsythe and Wack proceeded up Broadway and Riverside Drive. This was such an unusual proceeding that one of the two riders mentioned determined to follow them.

Further up the road Forsythe said he had a puncture and stopped, Kessler and Wack also dismounted to wait for him. The other rider stopped also, he said, and a little later a couple of motorcyclists, who evidently had been waiting, took Forsythe, Kessler and Wack in tow. After that he does not know what happened as he was lost in the dust.

Otto J. Steih took a bad fall near Hastings and was brought back to New York in an automobile. Charles Nerent was put out with a puncture and came back in the same automobile with Steih. What happened to the other riders is not known at this time as no official results have been announced.

Only seven motorcyclists, all recruited by one dealer and mounted on his single cylinder machines, started in that class, and it was gravely announced that it was not a race, but the first club run of the year of the "Metropolitan Motorcycle Club," a dealer's vest pocket affair. The police, however, had their own ideas of what constitutes a club run and Lieutenant E. J. Dobson, Sergeant Benjamin Mallon and Sergeant Casey were detailed to take one of the police department's automobiles and follow the motorcyclists up Broadway, and also look for other violations of the law. The absence of any motorcycle or bicycle policeman at the starting point was explained later when the reports of arrests came in. All the officers had been stationed at points further up Broadway.

The seven motorcyclists evidently "smelled a rat," for they did not cut out an unholy pace up Broadway, as has been the practice on former occasions of the sort. The first one to be gathered in was Charles Rogers, who had participated in previous scorches and, in fact, was on his way to this one when Patrolman Whitman "nailed" him. Rogers was late and was making 25 miles an hour down Broadway when Whitman nabbed him at 73d street. He paid a fine of $10 in Night Court.

The first of the seven that actually were in the "run" to be caught was John McKeever. He had been delayed at the start and undertook to "burn up" Broadway at the rate of 25 miles an hour, when Patrolman saw McKeever was not in the bunch ver also paid a fine of $10, imposed by Magistrate Walsh. Herman Sussman also fell into the police net through practically the same reason as had McKeever. When Sussman saw McKeever was not in the bunch he went back to look for him. It was while returning that he opened up and ran into the arms of Patrolman Shephard. Sussman enriched the city treasury by an additional $10. Three other motorcyclists were arrested during the night, but they were not in the run. Walter Ginger, 16 years old, who used to be the "club's" office boy, or assistant repairman, confessed to going 15 miles an hour at Broadway and Eighty-fifth street, and he was fined $2. Max Berger, of Yonkers, paid a fine of $10 for riding at the rate of 25 miles an hour at Broadway and Sixty-third street. He was picked up by Sergeant Kenison. Walter Raymond, of the Bronx was arrested at Ninety-third street by Patrolman Rickert and paid a fine of $10 in Night Court.

As soon as the remaining five in the run discovered that the party had been increased by the police automobile and two officers on motorcycles the pace slackened so much that several of the riders stalled their engines. Lieutenant Dodson said this morning that the pace of the five who finally got through did not exceed eight miles an hour from the start to the city line, as far as they had the company of the police automobile and the two officers, which means, of course, that they threw caution to the wind beyond that point, but so far as known and for the first time in three years, no accidents accurred, although all concerned are so close mouthed about such things that there is no telling when they speak the truth.

F. A. Stearns was the first to check in at Yonkers and the remainder followed all in a bunch, the official order of finish at Yonkers being: 1, F. A. Stearns; 2, J. Chicachee; 3, S. Shauli; 4, J. Sheehan, and 5, Walter Shulman.

The order of finish at Tarrytown 23½ miles, and the times, were as follows:

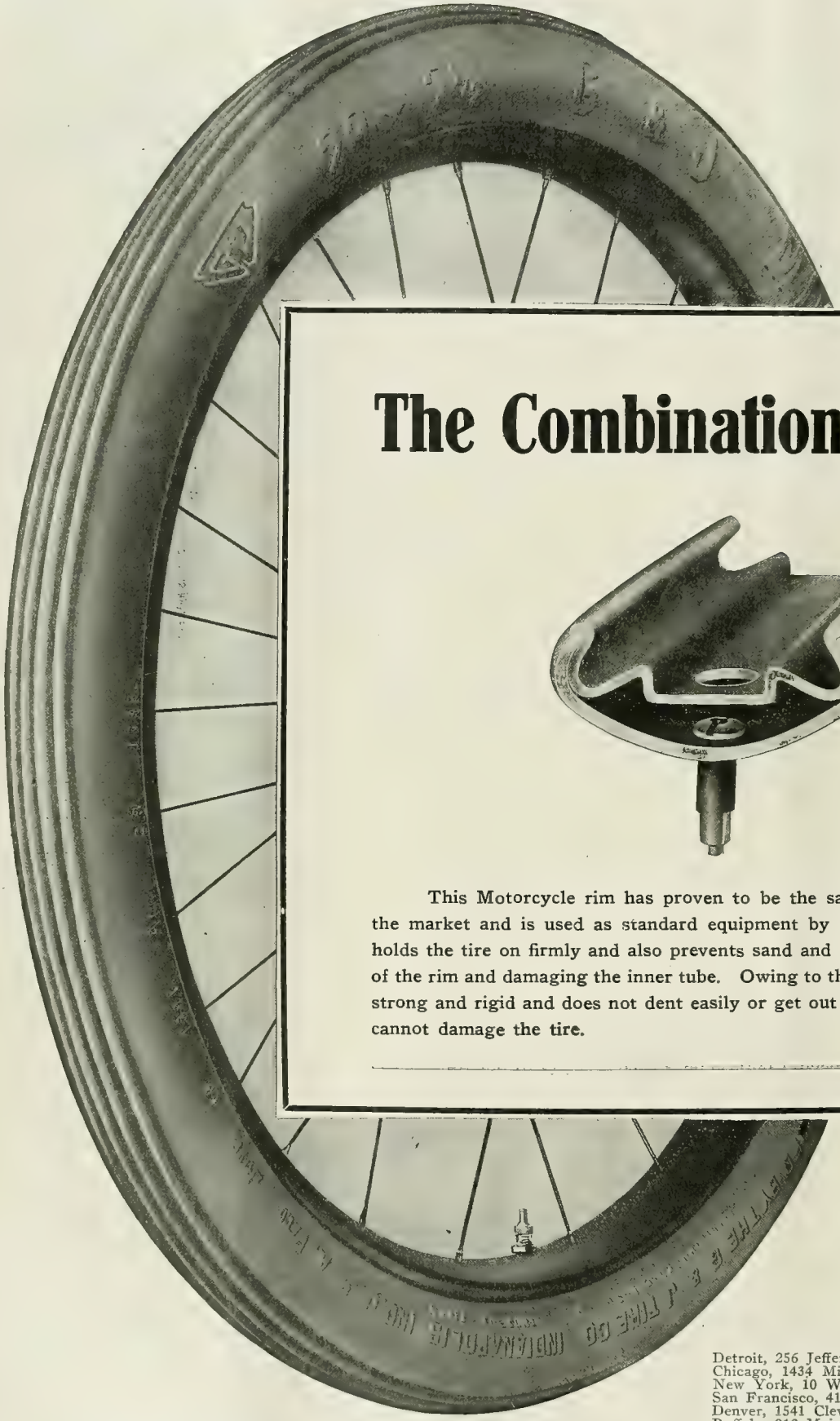
1	J. Chicachee	1:11
2	J. Shauli	1:12
3	F. A. Stearns	1:14
4	Walter Shulman	1:18
5	J. Sheehan	1:20

Naval Officers Given Option on Bicycles.

The naval officer who recently wrote for a Pope bicycle catalog evidently knew what was coming. The President's order prescribing the physical tests to which the higher jack tars of the service shall be subjects gives them three choices: a thirty miles horseback ride for three days, a fifty miles walk to be completed in three days or a hundred miles tour on a bicycle, to be finished within three days. As 33⅓ miles per day on a bicycle merely is a delightful ramble and permits of numerous stops it should prove quite popular with the naval officers and lead to the sale of a number of bicycles if dealers will but display sufficient enterprise to convey the proper suggestion.

Gardner Again for Salt Lake City.

Frank L. Gardner, of Salt Lake City, who successfully has held the difficult position of National Cycling Association referee and a member of the board of control for the Rocky Mountain district, again has been appointed to that position for next year. Gardner has not actually been elected but as election is only a matter of form it practically is assured that he will have charge of affairs in Salt Lake City.



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The Combination That's Unequ

This Motorcycle rim has proven to be the safest and most satisfactory rim on the market and is used as standard equipment by most all of the manufacturers. It holds the tire on firmly and also prevents sand and dirt from working into the channel of the rim and damaging the inner tube. Owing to the construction of this rim it is very strong and rigid and does not dent easily or get out of true and the ends of the spokes cannot damage the tire.

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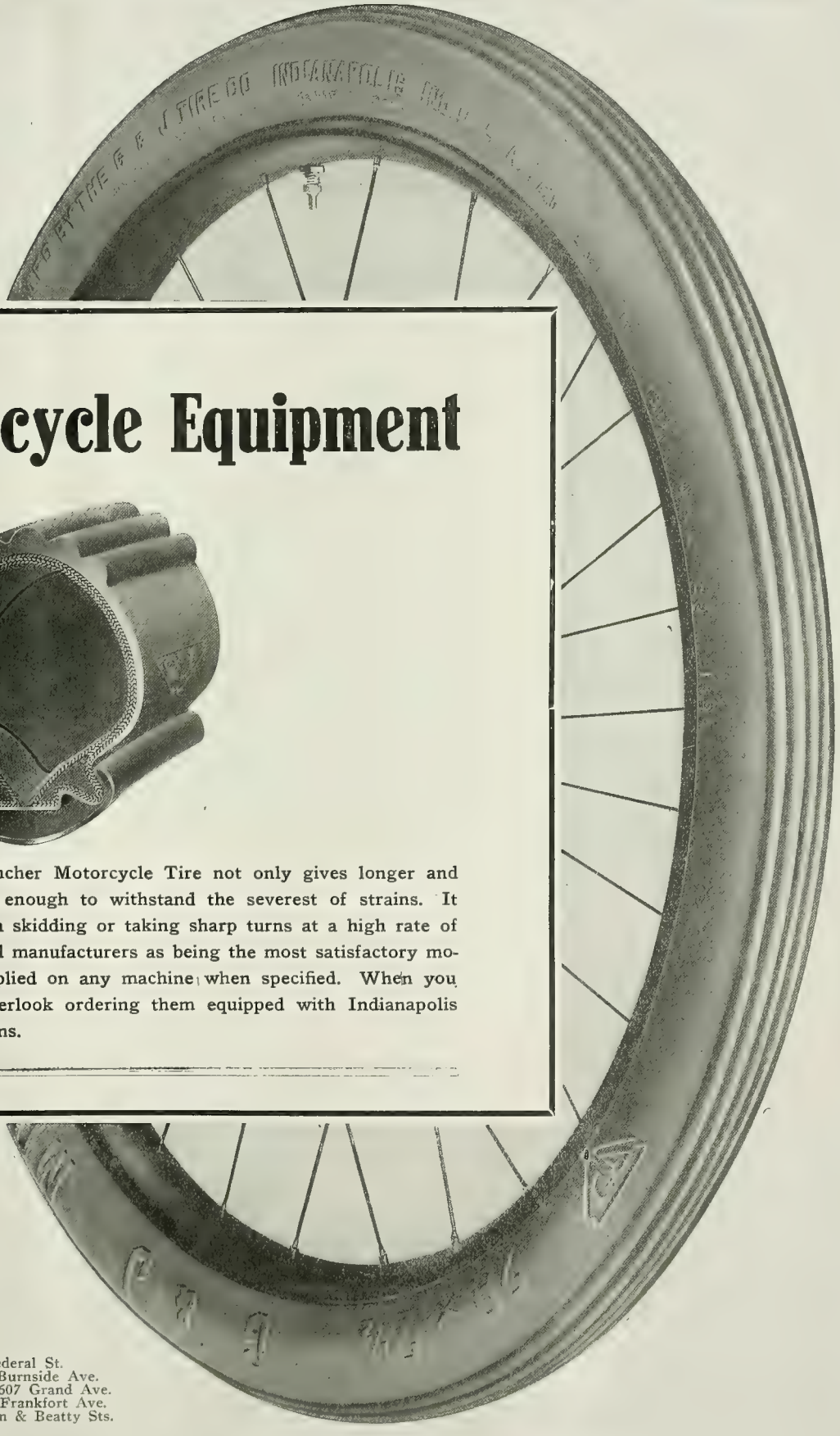
Detroit, 256 Jefferson Ave.
Chicago, 1434 Michigan Ave.
New York, 10 W. Sixtieth St.
San Francisco, 414 Van Ness Ave.
Denver, 1541 Cleveland Place.
Buffalo, 912 Main St.

Philadelphia
Los Angeles
Minneapolis,
Omaha, 160
Atlanta, 35
St. Louis, 4

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The Indianapolis Double Clincher Motorcycle Tire not only gives longer and better service, but is made strong enough to withstand the severest of strains. It cannot pull or roll off the rim when skidding or taking sharp turns at a high rate of speed. This tire is recognized by all manufacturers as being the most satisfactory motorcycle tire made and will be supplied on any machine when specified. When you order your new machines don't overlook ordering them equipped with Indianapolis G & J Double Clincher Tires and rims.

AT THE SHOWS

RE Co.

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Second St.
y St.
or St.
Fourth St.

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Portland, 326 Burnside Ave.
Kansas City, 1607 Grand Ave.
Cleveland, 326 Frankfort Ave.
Pittsburg, Baum & Beatty Sts.

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G&J TIRES

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San Francisco, 414 Van Ness Ave.
Denver, 1541 Cleveland Place.
Buffalo, 912 Main St.

Philadelphia, 713 Broad St.
Los Angeles, 1010 S. Main St.
Minneapolis, 21 S. Second St.
Omaha, 1608 Harney St.
Atlanta, 35 N. Pryor St.
St. Louis, 415 N. Fourth St.

Boston, 110 Federal St
Portland, 326 Burnside Ave.
Kansas City, 1607 Grand Ave
Cleveland, 326 Frankfort Ave.
Pittsburg, Baum & Beatty Sts.

PARIS THINKS FRANCE INVINCIBLE

Suggestion of International Team Contests Touches Gallic Pride—Les Sports Picks World-Beating Team.

The proposition evolved by a New York clubman to form an American team to meet selected teams of other nations in a grand battle for the world's supremacy in bicycle racing, as published in the Bicycling World of November 28th, seems to have stirred up a hornets' nest on the other side.

Les Sports, the prominent Parisian daily, has raised the question whether a team of American riders could defeat picked teams from other countries, and ventures an humble opinion that France could select a bunch of crack riders that would wipe America off the racing map, or words to that effect. Les Sports thinks that the scheme is a good one, in that such a proposition would result in the establishment of France's supremacy in bicycle racing, something of which it still boasts, although American riders repeatedly have defeated the best of France's racing prodigies.

Briefly, the proposition outlined in the Bicycling World was to the effect that a team, consisting of 20 riders from each of the countries interested in bicycle racing meet in an all-around contest for the world's championship, that would be a world's championship in every sense of the word. The events would consist of three races in each class—sprint, tandem, pursuit and motorpaced, the scoring to be by countries upon a basis of 5 points for first, 3 points for seconds, 2 points for thirds and 1 point for fourths.

The New Yorker who advanced the idea selected what he considered would prove an undefeatable American team made up as follows:

"Sprint races—Kramer, Clarke, Lawson and Taylor; substitutes—Bardgett and Krebs.

"Pursuit races — Macfarland, Fogler, Walker and West; substitutes—Palmer and Halligan.

"Tandem races—Vanoni, Anderson, John Bedell, Downing, Root, DeMara, Wilcox and Hollister; substitutes—Menus Bedell and Rupprecht.

"Motor paced races—MacLean, Samuelson, Walthour and Butler; substitutes—Wiley and Collins."

A tentative team which Les Sports thinks could defeat the proposed American team, or, in fact, that could defeat the same number of riders from any country, is composed as follows:

Sprint races—Friol, Poulain, Dupre and Hourlier; substitutes—Jacquelin and Delage.

Tandem races—Seigneur, Goven, Lagarde, Michaud, Martin, Labrousse, Boutellier and Duquense; substitutes—Quessard and Paulmier.

Pursuit races—Marcel Berthet, Petit-Breton, Brocco and Leon Georget; substitutes—Emil Georget and Trouselier.

Motor paced races—Darragon, Guignard, Parent and Contenet; substitutes—Seres and Dussot.

"With this team against them," facetiously adds Les Sports, "the Americans would not win a race."

Great Britain, Italy and Germany are yet to be heard from.

Chinese Who is Up to the Minute.

Although the Chinese are supposed to be a million and one years behind other nations in respect to enlightenment, this is far from being true of the Celestial son who does business in America. Ofttimes the transplanted Oriental is just as progressive as his Occidental business associate. This is particularly true of Chin Yep, a Chinese merchant of Springfield, Mass. Chin Yep, who at first was reported to be an ordinary laundryman, but who it develops has an extensive trade in teas and other Chinese goods, uses an Indian motorcycle delivery van to facilitate the delivery of purchases, and his enterprise is further shown that he delivers goods in not only Springfield, but in several neighboring towns. The accompanying photograph was taken in front of the store of George N. Holden, the Springfield agent, from whom Chin Yep purchased the van and learned his first lessons.



Great Britain's Motorcycle Population.

According to the tabulated statement of motor vehicle registrations for the past year published by the Royal Automobile Club, there are in the United Kingdom 71,381 private cars and 12,104 trade vehicles, and 65,026 motorcycles. In England and Wales 63,240 private cars have been registered while the number of motorcycles total 57,472. In Scotland there are 5,231 private cars and 4,482 motorcycles, while in Ireland there are 3,072 motorcycles, 792 in excess of automobiles.

HOW MORAN GOT INTO THE GAME

Macfarland Tells What He Calls the True Story—His Mother's Objections Disappear When He Wins.

It always has been more or less of a mystery how James F. Moran, the Chelsea (Mass.) sprinter, pace follower and all-around plugger, got his start in the racing game. Just before sailing for Europe, Floyd A. Macfarland, who was Moran's partner in the late six days grind, told a story which sheds some light on the subject.

"Ten years ago Moran was running a milk route in Chelsea," said Macfarland. "He was going along well when the cycling bug bit him. In his first two races he won a saddle and a cap—both practically worthless. An old Irish friend of the family went to Moran's mother and protested.

"'Don't let Jimmy git to be wan o'thim sportin' men,' warned the friend. 'He's racin' a buycicle and they do say he's a regular high cockelorum. Wind him up, Mrs. Moran, wind him up!'

"Jimmy's mother took the cue.

"'So you're a sport, Jimmy,' she said. "'When you want to go to the postoffice you take a cab. When you want to go a block you take a car. Stop it, Jimmy, or I'll lace you within an inch o' your life.'

"'Please, mother, I want to go to the race next Saturday. If I go it costs 50 cents,' replied Jimmy. 'If I enter the race I get two tickets and pay a dollar entrance fee. I kin sell wan of the tickets for 50 cents, so it costs me nothing to ride.'

"The mother consented and Jimmy won first prize. It was a small, unset diamond worth about $25. He took it to his mother, who looked at it in disgust.

"'So that little rock cost you 50 cents,' said the mother. 'I wouldn't give you 50 cents the bushel o' them.'

"'But I can sell it for $35, mother,' protested her young hopeful.

"'Then there are two fools in the world, Jimmy,' she said. 'The man that offered you $35 for the rock, and you for not takin' it.'

"Moran sold the stone for $35, got the money changed into $1 bills and showed them all to his mother. She opened her eyes in surprise.

"'Why, why, it's enough to buy a cow, Jimmy. An' say—say, Jimmy—when you race again get that kind o' diaminds—not the little sparkly rocks—but them big green ones.'"

And that is the kind that Moran has been getting and holding on to ever since.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

LOS ANGELES PLANS A STADIUM

But that Three Lap Track Proposed by Prince Shows a Shrinkage—Features of the Stadium Project.

Although it was generally supposed that the new track which Jack Prince hoped to be able to build in Los Angeles would measure three laps to the mile and be constructed for motorcycle racing only, such it seems is not to be the case, if E. L. Pickering's plans work out in detail as they just have been announced in the Southern California city.

According to the announcement Pickering intends to build a big athletic stadium on Siesta Park and this will contain a six-lap track. According to the Los Angeles Times the building to be erected is to be 400 feet long by about 250 feet wide, and will include all the ground now vacant at Fiesta Park. A high brick wall is to be built around the park, flush with the street on Hope and Twelfth streets, and setting back 50 feet on Grand avenue. On the Grand avenue side will be erected a series of show rooms for sporting displays.

The main entrance will be on Pico street, where a strip of ground will be left open for admission. In front, however, Victor Ponet, the owner of the property, proposes to erect business buildings whenever practicable. Entrances will be constructed on all four sides.

The plans of Pickering and his associates are being prepared in blue prints by architects and are being modeled after the stadium of Syracuse University, and the horse show buildings in Eastern cities. To these are being added original ideas to comprise new facilities.

The building eventually is to be covered so as to make night exhibitions in all kinds of weather practicable. As a first step, however, a stadium structure will be erected to embrace tracks and fields for sports.

The grandstand and bleachers will encircle the outer rim of the field, with the brick wall as outer support. A promenade will be arranged along the top to circle the structure. Then the tiers of seats will reach down to a row of boxes, immediately below which will be erected the saucer track of six laps, which will be moved from Seal Gardens and enlarged. Here it is expected that new records by motorcycles and bicycles will be made.

Within the saucer track will be a cinder track for runners, hurdlers, etc., which eventually will be the scene, the promoters believe, of great Olympic games.

In the center of the field will be space for football games, soccer, Rugby and American; basketball, tennis and all kinds of sports which can be accommodated in such a space.

The Los Angeles Motorcycle Club is said to be taking an active interest in the project and may take hold as a body. Several of the members are already in the company which was formed originally as the Washington Square Amusement Company, and under which Pickering is working. John T. Bill is president and L. M. Johnson vice-president.

Another factor which may strengthen the enterprise considerably is the interest taken by Jack Prince, who has been interested in motorcycle and bicycle events in New York. Pickering has been in communication with him and the New York man said he would start immediately for Los Angeles to become mixed up in the game. Pickering has all the franchises from the National Cycling Association, which is allied with the Federation of American Motorcyclists, and thus mistakenly fancies that he has a "mortgage" on all choice dates.

The five-year lease permits of extensive improvements, and as soon as possible it is proposed to roof the entire field, and play all manner of games at night. The building will be at least 35 feet in height, which is considered ample for punting in a football game. Baseball is also to be played at night, a cross between the outdoor and indoor game, played in winter in the East.

As Prince evidently had not arrived in Los Angeles at the time this announcement was made, some of the plans of the promoters may be materially upset.

Wichita Taxes Motorcycles as Automobiles.

When the license tax for an automobile costing several thousand dollars is $5, naturally the Wichita (Kan.) Motorcycle Club objects when its members are compelled to pay the same sum for the privilege of operating a machine costing only $200. Although a motor bicycle is in no sense of the word an automobile the Wichita city fathers consider them as such in a new ordinance that has just been put into effect. C. D. Andrews, president, and F. W. Hockaday, vice-president, respectively, of the Wichita Motorcycle Club, have appointed themselves a committee to ascertain if the motorcyclists in that city cannot at least be treated fairly.

Stevens Heads New Jersey Motorcycle Club.

At its annual meeting last week the New Jersey Motorcycle Club elected officers for the ensuing year, as follows: President, P. W. Stevens; first vice-president, W. J. Morgan; second vice-president, George P. Fawcett; recording secretary, Thayer McLaren; financial secretary, William H. James; treasurer, Howard Hill. The executive committee will be composed of the officers and R. B. Whitehead, George B. Post, Percy Drummond and Carl W. Bush. The road officers are: Percy Drummond, captain; Kenneth D. Owen, first lieutenant; George D. Fawcett, second lieutenant.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

GLOBE GIRDLER CHANGES MOUNT

Hellmich Discards Bicycle for Motorcycle at Los Angeles—In no Hurry to Reach Siberia's Wilds.

Robert Hellmich, the young German who left New York City last July ostensibly for the purpose of making a bicycle tour around the world for an alleged prize to be given him by some German society in Berlin, evidently does not care whether or not he wins the prize. Also is it apparent that Hellmich has found pushing a bicycle over mountain ranges more strenuous work than he had bargained for.

Young Hellmich breezed into Los Angeles a couple of weeks ago, broke, and with a hard luck tale. He told it so effectively to John T. Bill, the well-known Los Angeles jobber, that the latter was moved to take compassion upon the would-be globe circler and fit him out with a motorcycle at moderate cost. Hellmich therefore will continue his journey upon a motorcycle and not upon a bicycle. According to the tale he told while in New York Hellmich had to make the trip from New York to Paris upon a bicycle in order to get the alleged purse.

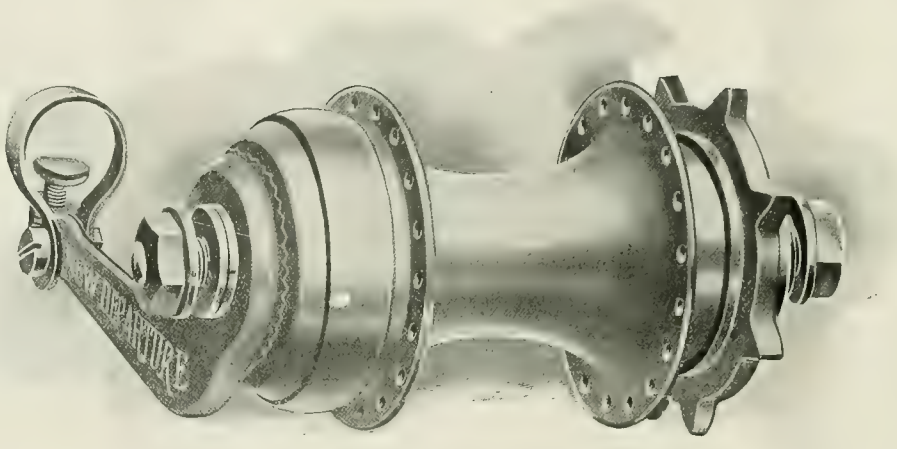
Evidently the German does not intend to continue his journey around the world immediately, according to advices from Los Angeles. It is stated that he will spend the winter months riding through Mexico and will then sail for Siberia to continue the journey across the wilds of Siberia and Russia.

In Los Angeles Hellmich was fitted out with a heavy rubber coat lined with corduroy, warm underclothing, a heavy muffler, and a canvas covering to protect his machine from the rain. Just how this equipment will get him across the barren wastes of Siberia is a mystery. The automobiles that went around the world experienced some difficulties in securing supplies, and they only were obtained at great expense and considerable preliminary preparation on the part of the companies financing the venture. How Hellmich intends to secure his gasolene and oil once he leaves the outposts of civilization is something he has not explained.

MacLean Disabled by a Bad Fall.

Hugh MacLean will not be able to meet James F. Moran in a motorpaced match at the Park Square Coliseum, Boston, tonight (Saturday), as he had planned. Moran had a fall while training the other day and his knee has been in such bad shape since that time that he has not been able to bend it. Albert Edward Wills, the world's hour record holder, who was defeated by the American champion several weeks ago, will probably go against MacLean, as the little Englishman has been very anxious for a chance to regain his lost laurels.

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PROPER WAY TO REPAIR PUNCTURE

It is by Vulcanization, says Goodyear, Giving Reasons and Best Method—How "Plugging" Hurts Tires.

A great many users and even some dealers in bicycle tires have a mistaken idea as to the proper method of repairing a bicycle tire when cut or punctured, says the Goodyear Tire and Rubber Co., in a little pamphlet which they just have issued, and which emphasizes the fact that it applies to good tires, the only sort they are now producing. The commonest method used (if the cut is not too large) is to plug it with rubber repair plugs, rubber bands or brass buttons. This method is very convenient for a roadside repair, in fact, a great many repair men make what they call a permanent repair in the same manner, but this is often injurious to the tire, and disastrous to the reputation of the manufacturer. No repair of this nature can be made to exclude moisture from the different plies of fabric, thus causing the fabric to rot and become weakened in such a manner as to cause early disintegration.

The proper method of repairing a tire is to have it vulcanized. If it is possible to make a repair in this manner, a rubber plug should be placed in the cut or puncture and then vulcanized. While the above method is far better than a temporary repair with plugs or bands, a section, properly vulcanized in the tire, makes it practically as good as new.

In curing a section in a tire, the cover should be cut off an inch and a half on each side of the puncture entirely around the tire. The tire should then be thoroughly buffed with sand or emery paper, and washed with benzine around the puncture on the inside of the tire, and where the cover is cut off. Then apply two coats of cement, allowing each coat to dry thoroughly before applying the next. After the cement is thoroughly dry, put on the inside of the tire a patch made of two ply of rubber about 1-32 thick, with a ply of light fabric between. The fabric should be a trifle larger than the puncture, while the gum should lap over the puncture at least a half inch all around. On the back of this patch should be placed some cured rubber to keep it from curing to the other side of the tire. If it is difficult to make this patch stick, moisten with benzine. The patch can be applied more readily if a small pair of pliers are used.

To make the patch level with the fabric in tire, fill up hole with gum or dried cement. When hole is filled to level of tire, apply 2 ply of light fabric at least an inch wider than cut. If possible squeeze repair in vise to assist in making patch adhere more closely, then inflate and test in water. If the repair leaks, do not proceed, but tear it out and try again, as vulcanizing will not help it. If the repair does not leak, wipe with cloth and hang up to dry. After all moisture has been removed from fabric, then fill up with good gum until repair is a trifle higher than other part of tire.

Have a mold that fits the tire snugly. Be sure there is no foreign substance in the mold, and dust well with soapstone. After tire is placed in mold, inflate to normal pressure, to make tire fill out properly. Place in press and cure for 30 minutes with 50 pounds steam pressure. If a hot mold is used, the time can be shortened to 5 minutes. This cure is based on the presumption that a fairly good grade of gum is used. The best is the cheapest always.

If a plug is to be vulcanized in tire, wash the inside with benzine at puncture, then apply two coats of cement to inside of tire, and edge of hole, also to the plug. Insert the plug in puncture and cut off level with tire. Cement top of plug and when dry apply a thin coat of rubber over plug. Lay on a flat surface where about 60 pounds steam is used for heat, and allow to remain in this position for at least 8 minutes. Use enough pressure on tire to flatten out repair, so all of it will come in contact with the heat. Do not have the tire inflated too hard when curing.

Don't fail to let your cement dry thoroughly.

Don't fail to let water dry off tire after testing, before filling with gum.

Don't use poor material in your repairs. The best is the cheapest all ways, always.

Don't allow a tire to be ridden, following a repair, until it has become firmly attached to the rim. Use plenty of good cement and see that it stands at least two hours, the tire being partly inflated.



"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

HOW CYCLES ARE SOLD IN INDIA

To be Found in Tea, Tobacco and Tailoring Shops—As a Result, Regular Dealers are Discomfitted.

"Dabbling in bicycles' is so general in India as to suggest some of the conditions which prevailed in this country during the craze period. In describing the situation an Indian firm of repute writing to a London publication, says:

"Our grocers, drapers, tailors, blacksmiths, and dealers in general goods, belong to the illiterate class, and there are castes to which each such profession is confined. These castes are low in society, and a blacksmith cannot be a tailor nor a draper or grocer be a blacksmith. But, naturally, a blacksmith will be resorted to by cycle users for slight repairs to cycles, simply because he is a worker in iron, though he has no other tools for cycle repairs than what he uses for his general work. The grocer, tailor, or draper, has come to think that cycles and accessories must be an addition to his goods, and one sees mixed up with his tea and cigarettes, coats and shirts, or stationery and general goods, a few cycles and sundries. In the absence of his knowledge of the English language he does not know the names of common cycle parts. The word 'tires' has become common, but he uses it for covers as well, and calls his cycle lamps as lanterns, because that word has come in use in its general significance. Almost every iron-smith calls himself a cycle repairer, because he can take out a wheel and put it in. He also claims to be a cycle agent, because he can persuade a buyer to purchase through him, and he then gets a cycle or two from Calcutta on trade terms by visiting the city, and he considers himself fortunate enough if he can thus earn 10s. per cycle after paying his fare and the freight for the machine.

"Somehow or other all these dabblers are fortunate enough to get trade prices of English manufacturers, and they even get some of the cycle journals free of cost. The greatest danger in the supply of these to such men lies in the fact that, being ignorant of English, they have to get the trade prices explained to them by anyone they can get hold of. We have had experience of cases in which customers came to dictate prices on the basis of trade prices they had learned, owing to someone having explained same to these dabblers. Thus it will be clear what mischief all this means to the bona-fide cycle agent and to the manufacturers themselves. It is also clear that a knowledge of English is a sine qua non in anyone who sells cycles or receives trade papers, and its absence is a mischief to the manufacturer and genuine cycle dealers, the enormity of which is condemnable."

Current Comment

According to one of the British cycling publications, the remedy proposed to President Ovington of the F. A. M., at that now famous dinner in London in order that American motorcyclists may be able to compete on the "tight little isle" without risking their amateur status at home, is as "simple as the A B C's." It merely is that the riders of each country shall be free to compete under the rules of the respective governing bodies without fear of action on the part of either. And they say that Ovington so strongly favored the "remedy" that its adoption is a "practical certainty!" But until I hear confirmation of the statement I mean to give him the benefit of several doubts.

* * *

As there is no such thing as an amateur motorcyclist in Great Britain, such a situation certainly would be highly edifying. Since their "private owners" who, by a fearful stretch of courtesy, pass as amateurs, are free to accept money prizes and to compete with professionals, an American visitor competing under their rules would be, of course, privileged to do the same thing and under the guise of "international courtesy" he then could return to these shores with English cash in his pocket and be accepted as an amateur, while the man who competed here for American coin promptly would be cast into the professional pool. The beauty and fairness of that remedy stands out so conspicuously that a blind man can see it without feeling it with his fingers. But any time the F. A. M., or any other organization consents to such an arrangement or operates such a shell game on its own people, it will be time for it to call in both an oculist and an alienist and seriously to consider shutting up its racing shop and going into the gold brick business. The English gentlemen—I see our old friend "Billy" Wells, formerly of Brooklyn, N. Y., was one of them—may have gilded the brick so ingeniously that Ovington may have accepted it, but if so, nothing short of absolute proof will convince me that any considerable minority of the F. A. M. itself will have it passed to them.

* * *

If I mistake not, the F. A. M. has alliances with the Amateur Athletic Union and the National Cycling Association, and knowing the attitude of the president and other "big wigs" of the former organization, I'm ready to wager a few pennies against half as many peanuts that if ever they learn that the F. A. M. is recognizing as amateurs men who have competed for cash or who openly competed with cash-takers, whether in England or America, there will be an alliance terminated as quickly as the mails can carry notice of the termination. I have been told that when several years ago the F. A. M. tried to turn back the hands of Time and start with a clean slate by permitting Fred Hoyt, Jake De Rosier and the other old-line pros to compete as amateurs, the N. C. A. did not break the alliance, but conveyed a gentle intimation that it would be unwise to insist on recognition of such amateurs; and though the N. C. A. can't see so clearly and is far from being an A. A. U. I believe it has backbone enough to close its doors to men guilty of open professionalism even though the act may have been committed on the opposite side of an expanse of salt water.

* * *

There is no half way house between amateurism and professionalism and every effort to create one has met with ignoble and deserved failure. I've heard a few motorcyclists argue for something of the sort which they style a "trade class," but the law of sport knows no such class. There are but two distinctions, amateurs and professionals. Men must be one or the other. To be anything else is to be a mongrel and there is no room for a class of mongrels. Away back in the early day of cycling and before motorcycles even were thought of, a few promoters and clubs and a number of subsidized racing men broke away from the L. A. W. when the latter declared a score of racing cracks professionals even if they had not openly accepted the cash. They formed the American Cyclists Union and undertook to create a mongrel class which they styled the "promateur class"—a word which of itself proved that the L. A. W. had acted right. For one whole year the promateurs had a lovely time all by themselves; then the class "blew up" and was never heard of again. Years afterward, a bright and ambitious young man who thought he was a world-turner, listened to the voice of the tempter and induced the L. A. W. to create another mongrel class, which this time was termed "Class B." It was made up of and for what might be called a trade class—men who wanted to pose as amateurs but who were being paid to race. They did nothing else. They constituted the racing teams employed by the bicycle manufacturers then in the heydey of their prosperity. Class B was hailed as the solution of all troubles and was launched with a great hurrah. It lasted a year or two longer than the A. C. U. "promateur class," but it collapsed as abjectly.

* * *

If experience is the wise teacher that the proverb says it is, the F. A. M. can prove itself doubly wise by profiting by these experiences. If it does so, it will refuse to follow false lights and thus avoid floundering in a mire of "private owners," "trade riders," "promateurs" or Classes X or Q, which as the past abundantly has proven, leads to nowhere and serves only to sully otherwise clean careers. As for our friends across the sea, their present attitude is amusing. For years they have sought to appear the high priests of amateurism—they sniffed ot our riders and our records and indeed at the riders and records of the rest of the world. But the sniff now is on our side. There is nothing in the code of international courtesy which should impel or require any nation to accept as an amateur a man who openly has competed for cash or with cash collectors, even though the law of his land permits him to hide his professionalism behind a mask labeled "private owner." Limburger by any name smells just as strong and though there may be those who prefer to style the forger a professor of penmanship the world recognizes him only as a thief.

* * *

If Robert Todd, the chairman of the Royal Automobile Club, who was among those who gilded the private owner's brick for Ovington's benefit, is the same Todd who once dealt with cycling affairs, he must have choked several times while doing the gilding. For if I remember rightly, Todd once was the highest of the high priests of cycling amateurism. If he has been converted, it might be well to have his views as to when a sport is not a sport. For I assume that no one, even in Great Britain, will say that motorcycling is less of a sport than cycling on high wheels or low ones, or on solid tires or pneumatics, or indeed any other form of sport. If this is not the case, that is, if motorcycling is not a sport, will not Mr. Todd, or Mr. Wells, or Mr. Somebody please arise and tell us exactly what it is, as I suggested a few weeks ago? If they agree that it is a sport, will they then explain why the fundamental rules of all sports should not apply to it and why a professional is not a professional as in other sports? With these questions answered, light may break in on the poor half-baked citizens of America and we, too, may learn to call professionals "private owners."

* * *

In my humble opinion at least, the fact of the matter is that in the F. A. M. the sport of motorcycling has a better foundation, a better governing body, a better and more comprehensive set of rules than anything of which Great Britain can boast. It is not apeing automobiling nor is it tied to the apron strings of any automobile club or other organization. It is of and for motorcyclists from stem to stern. I think I may add also that in my belief we have better motorcycles, too, Ovington to the contrary, notwithstanding. By the way, is there anything in the English climate that affects visitors? First Hastings went over and "put his foot into it," and now Ovington has done the same thing. Coming from a man in his official position, Ovington's uncalled for and slighting reference to American-made motorcycles was a "bad break" and though he may not have realized it, it is the sort of thing that has unmade more than one ambassador, extraordinary and otherwise.

THE ANNOTATOR.



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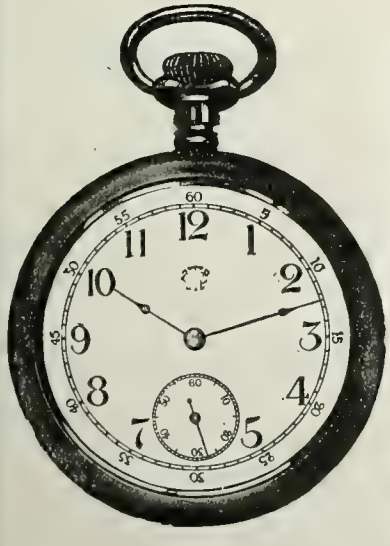
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Simply a word to the manufacturer is all that is necessary to get them on the machines you order for the coming year.

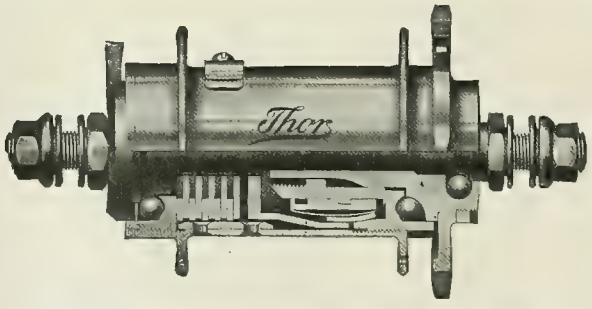
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all elements of doubt are wiped out when he wants to use the brake, for all parts are made to stand the strain, and it has 16½ square inches braking surface.



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CORRESPONDENCE

About Lubrication of the Bicycle.

Editor of the Bicycling World:

As a reader of your paper, I would ask that you answer the following questions, if you can afford the room in your Correspondence column:

1. Is graphite and vaselene a good mixture for the chain?

2. Should the bearings of a bicycle (head and crank) be lubricated, and if so, what is the best lubricant?

3. Should the bearings of the pedals be greased?

4. How is the best way to clean a chain?

WILLIAM L. JOHNSTON.

[1. It is not objectionable but it requires time to find its way into the joints. 2. Crank bearings occasionally; head bearings only at long intervals, unless a squeak should develop; they are packed with vaselene at the factory and usually it lasts almost a "lifetime." Nothing better than but3-in-One or Nye oil is obtainable. 3. Certainly, but oil is more easily applied than grease. 4. Let it soak in kerosene over night, then boil it in tallow for an hour or two and wipe clean.]

Remedy for Motor that "Throws" Oil.

Editor of the Bicycling World:

My machine has developed a tendency to throw too much oil out of crank shaft bearings on driving side of the machine. Please inform me of the best way to adjust this bearing, or will it be necessary to replace same with new bushing. I have a Thor 2¼ horsepower motor.

GARNETT SMITH.

[Remove the cap and see if the oil deflector is unbroken. If this is the case there is nothing you can do but renew the bushings.]

Texan Who is Seeking an Old Star.

Editor of the Bicycling World:

Can you tell me where I might get a good, "old time" bicycle, with the small wheel in front and a four or five foot wheel in the back, and with ratchet levers instead of pedals and cranks?.

RAY McCLANAHAN, Houston, Tex.

[The bicycle you refer to is the Star. Its manufacture was discontinued nearly a generation since. We have no idea where one now may be obtained.]

Budget of Queries from Baltimore.

Editor of the Bicycling World:

In your next issue will you please answer the following questions:

1. Was E. D. Allard, of Baltimore, ever a professional bicycle rider?

2. If so, was he ever reinstated in the amateur ranks?

3. What constitutes a professional bicycle rider?

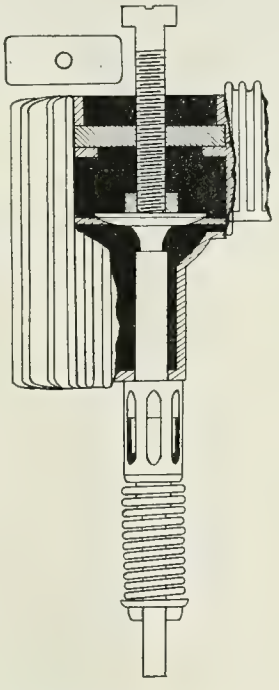
4. Are men who ride with a manufacturer's monogram on their shirts considered professionals—I mean men not attached to the factory and who are not paid riders?

MARYLAND.

[1. Yes. 2 No. 3. Briefly, a professional is one who has accepted cash or sold a prize or who has competed with or made pace for a professional in public or for a prize. 4. No; but it is not considered "good form" for amateurs to display advertisements on their costumes.]

Hold-down that Helps Valve Removal.

In removing the exhaust valve occasionally it may be found that when the spring and spring cap are raised to remove the key the valve has a tendency to travel upward with the other parts and thus prevent the removal of the key. To overcome this a hold-down may be devised which is both simple and readily applied. It is placed in the breach, occupied by the intake dome, after the latter has been removed, and operates on the same principle.



As shown by the accompanying illustration, this hold-down consists of a plate ¼ inch thick, 1¾ inches long and 1 inch wide. It is drilled and tapped in the center for a 5-16 capscrew about 2¼ inches long. This bolt is screwed through the plate and a 5-16 nut screwed on until the bolt is within a couple of threads of coming through. The nut is set with a punch, and forms a head on the lower end of the bolt, the plate being inserted in the breach and given a quarter turn similar to replacing the dome. The bolt then is run down until the lower end rests on the valve when the key may be removed quickly, the hold-down preventing the valve from being carried up where the spring is compresed. The hold-down may be removed by a turn of the bolt, and one-quarter revolution of the plate, in the breach.

COMING EVENTS

January 16-23, New York City—Motorcycle section, Association Licensed Automobile Manufacturers' show in Madison Square Garden.

January 18-23, St. Louis, Mo.—First annual 12 hours a day six days race.

February 1-6, Kansas City, Mo.—Second annual eight hours six days race.

February 6-13, Chicago, Ill.—Motorcycle section, National Association Automobile Manufacturers' show in Coliseum.

March 6-13, Boston, Mass.—Motorcycle section, Boston Automobile Dealers' Association's show in Mechanics Building.

Home-Made Wrench for Special Work.

"A convenient wrench for loosening the bolt holding the engine head to the frame should it become necessary while in a place where a wrench of this sort could not be had, may be made in this fashion," writes an ingenious motorcyclist. "Take a piece of tool steel about 1½ inches long, and turn it to the inside diameter of the seat post. At one end file a ⅜ square about ½ inch long. I put the circular end into the seat tube and pinned and brazed it there, cutting some grooves in the sides of the plug to allow the spelter to circulate freely. I further utilized this arrangement as follows: My machine has the old Thor seat tube expander which does not go down in the tube, but binds from the outside, so I located the engine head bolt so that when it was tight it was in a position which permitted the square end of the post to set down into it, and still have the part parallel with the frame. This provided an additional method of holding the post in position in case the expander should snap."

To Facilitate Removal of Threaded Parts.

To facilitate the removal of exhaust pipes, muffler connections, or plugs, the threads should be well smeared with graphite, which prevents them becoming set, due to the constant contraction and expansion of the metal. Kerosene applied to the threads will facilitate the removal of any of such parts which may have become set or rusted.

Lubrication Required in Reassembling.

In reassembling an engine which has been taken down, care should be taken that all shafts and bearings, and cylinders and pistons are well lubricated, lest they seize when the engine is started. It requires time for the splash from the case to find its way to the bearings.

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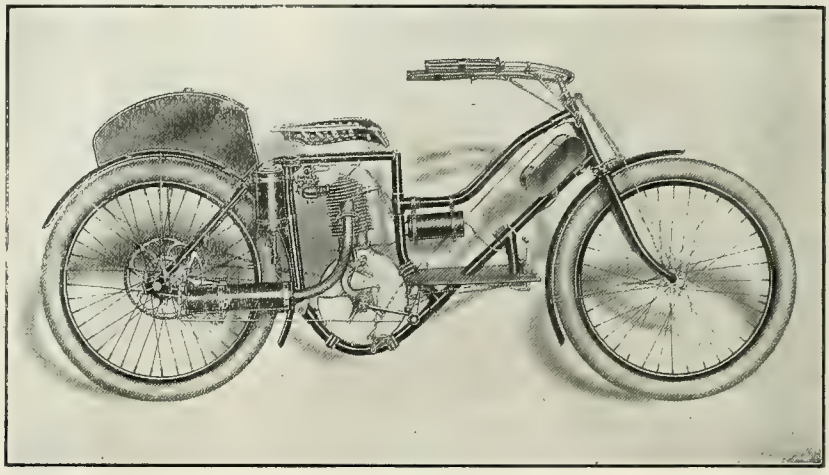
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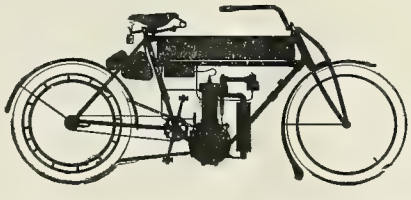
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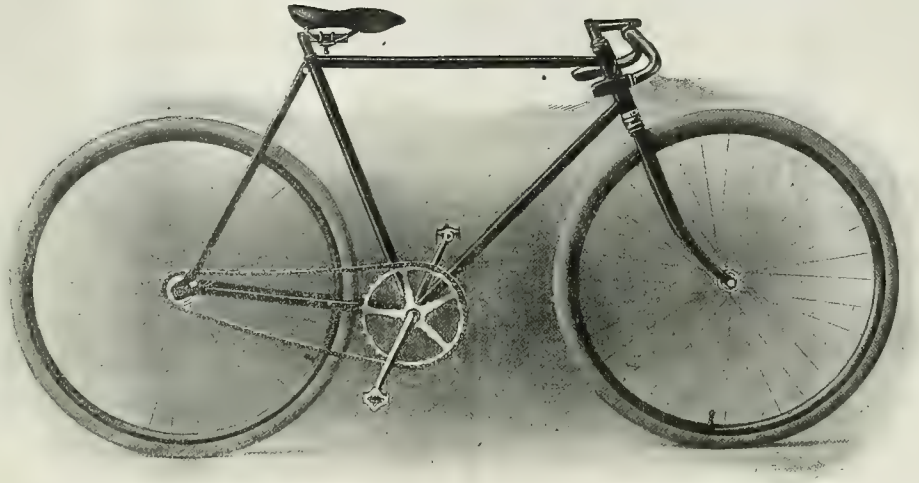
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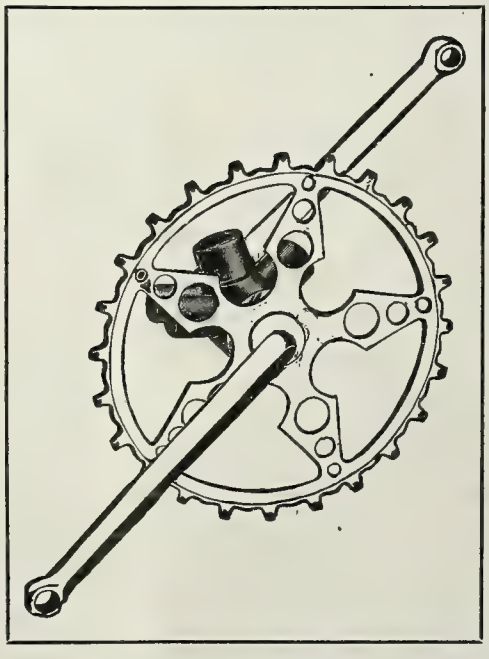
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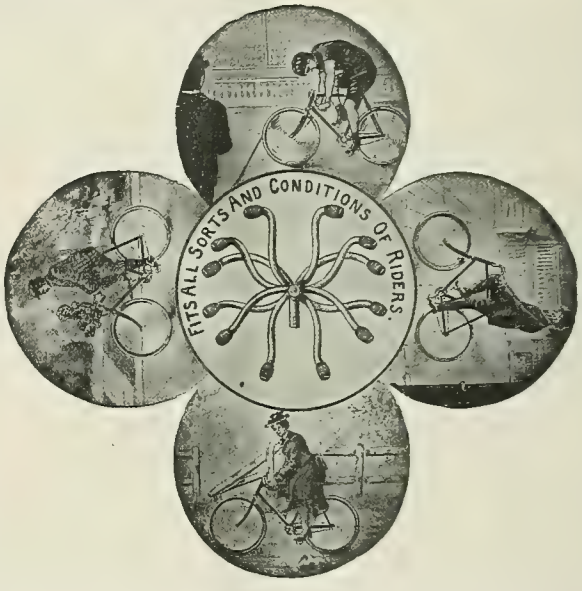
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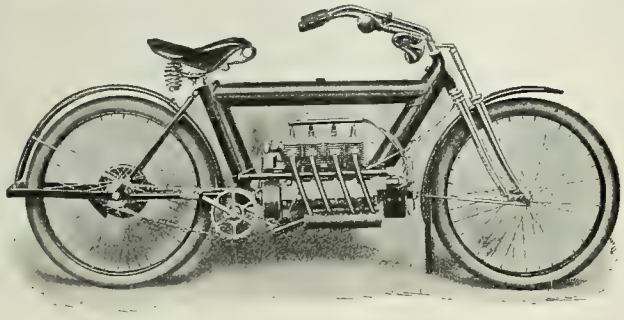
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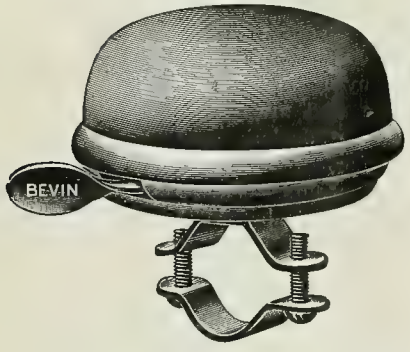
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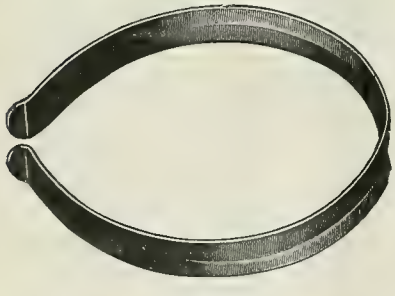
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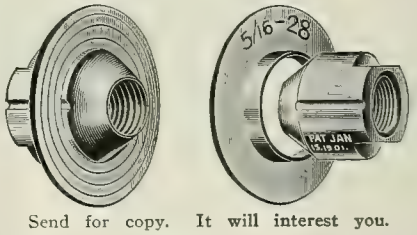
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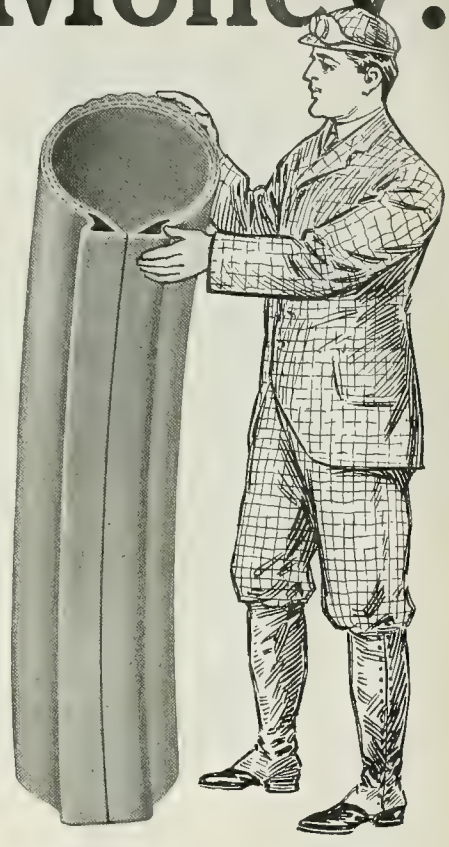
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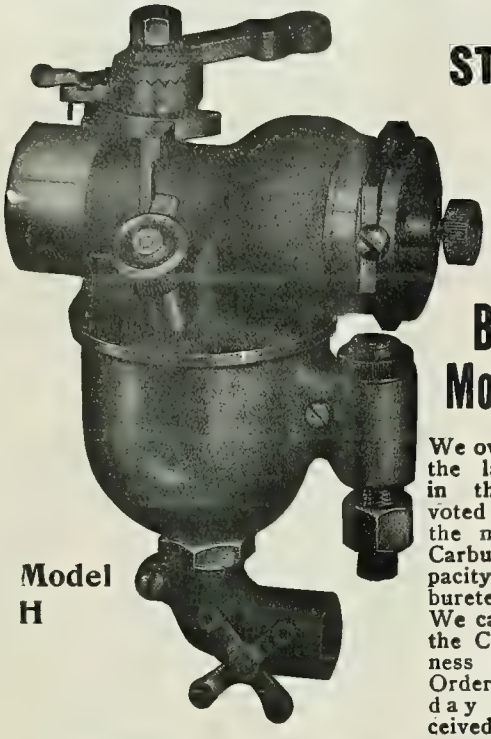
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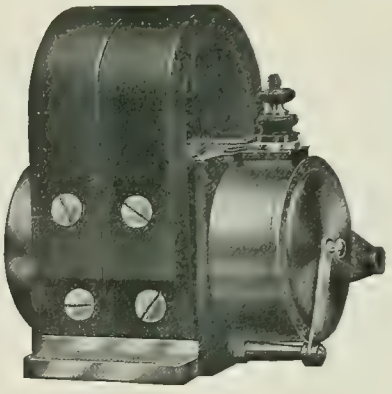
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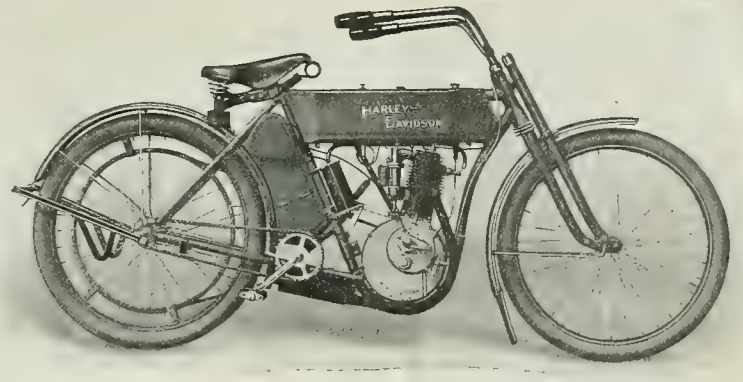
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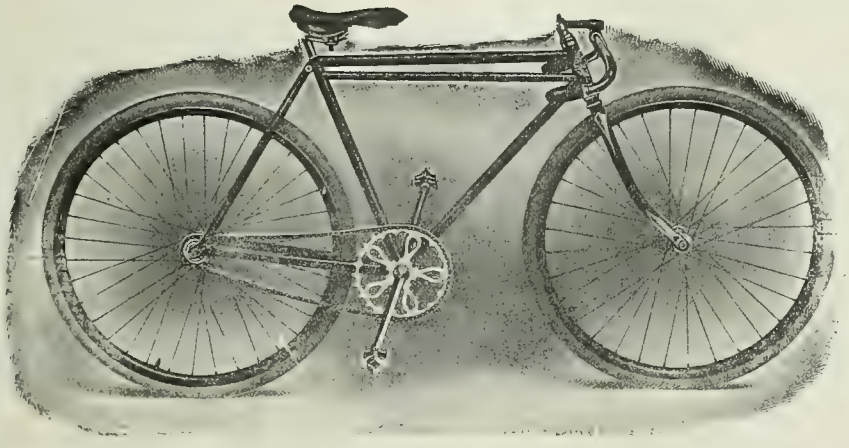
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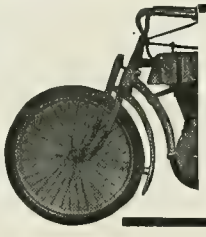
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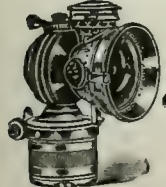
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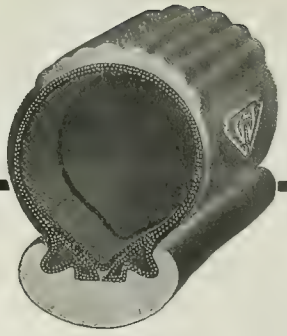


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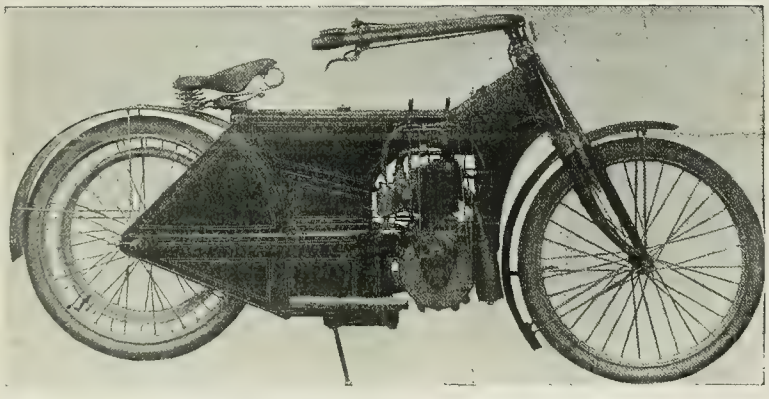
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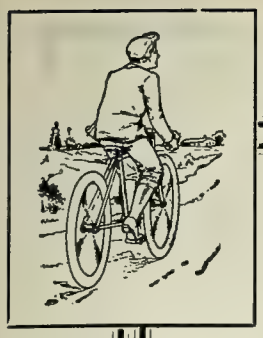
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ATTENTION

Mr. Dealer — **Some Facts that should count when purchasing your 1909 Motorcycles** — Mr. Rider

WE BUILT THOUSANDS OF HIGH GRADE MOTORS for motorcycles, before any other maker made 500. We have had EIGHT YEARS OF EXPERIENCE at this work. These thousands of motors could not have been sold unless they were the BEST.

These thousands of motors are in use, each representing a Satisfied Rider.

What motorcycle, when entered in stock machine races, comes in first?

What motorcycle won the Chicago Endurance and Elimination Contest?

What single cylinder motorcycle made a mile in 55 seconds?

What motorcycle is used as a criterion for workmanship, simplicity and satisfaction?

Thor

THE

Motorcycle Supreme

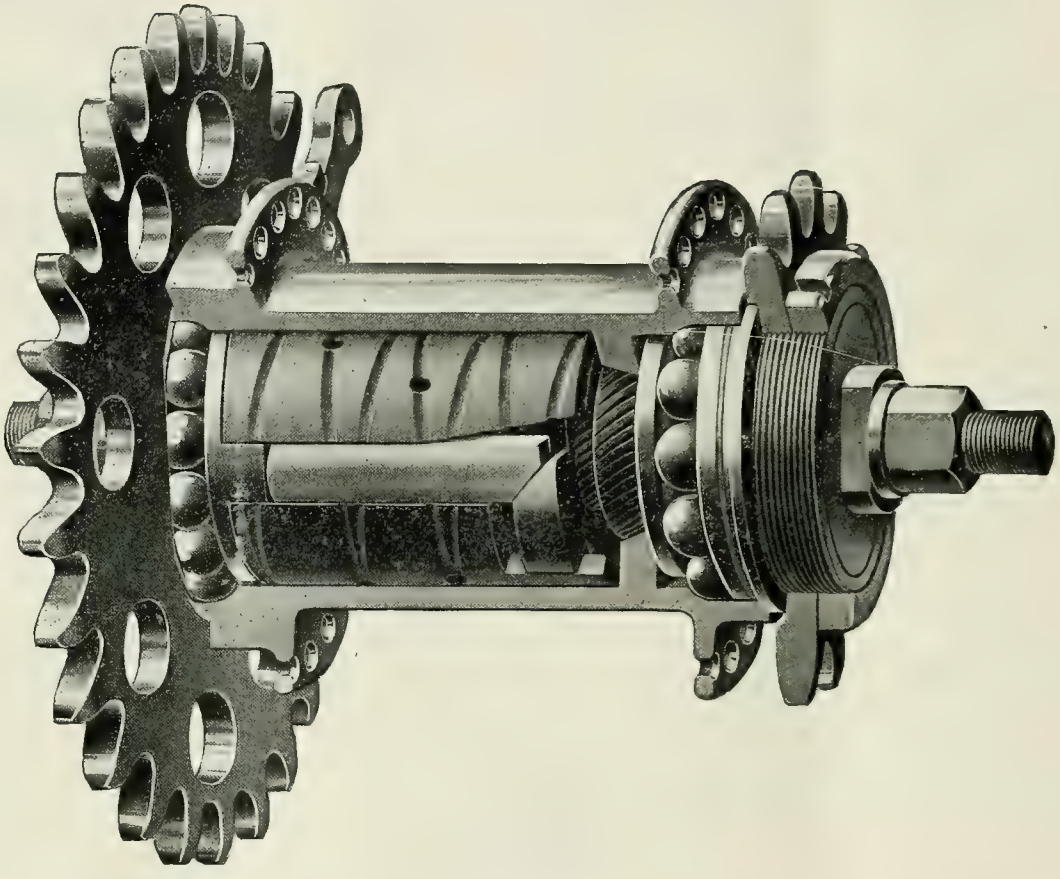
SEND FOR CATALOG B9

Aurora Automatic Machinery Co.

AURORA, ILLINOIS

¶In the past there may have been coaster brakes that gave fairly good service in motorcycle use, but there never was one and there is none in sight that will compare with the

Eclipse Motorcycle Coaster Brake



¶It is simple, compact, contains no springs or other vulnerable parts, and is in every sense a motorcycle brake—one that gives not merely "fairly good" service but thoroughly good service under all conditions. And before placing it on the market we proved it true by a year's use on the road—in endurance contests and other strenuous competitions, among other tests.

SEE IT AT OUR EXHIBIT IN THE MOTORCYCLE SECTION, MADISON SQUARE GARDEN SHOW, NEW YORK, JANUARY 16-23.

ECLIPSE MACHINE COMPANY, Elmira, N. Y.

Licensed Coaster Brake Manufacturers

More Victories

IN ALL STYLES OF BICYCLE COMPETITION

Motor Paced—Another Important Win

HUGH MacLEAN on COLUMBIA *again* defeats the English champion, Wills, in a return twenty-mile motor paced race at Boston, January 2nd.

One—Two—Three in 10 Mile Open Professional

ANDERSON on TRIBUNE, first; M. BEDELL on COLUMBIA, second; J. BEDELL on COLUMBIA, third, at Boston, January 2nd.

1908 Century and Mileage Competition

SYLVAIN SEGAL on COLUMBIA wins Century and Mileage Competition of the Century Road Club of America for the year 1908 with a record of 59 centuries, and a total of 8,580 miles. Of the runs, one was a double century and another a triple century.

Best All-round Showing for 1908

MACFARLAND on TRIBUNE makes best all-round showing for the year of 1908. Up to November 21st he led by fifteen points all other American racers. Events on which points were scored were pursuit, match sprint, tandem, motor paced, handicap and scratch.

Bedell, Bardgett, Root, MacLean, Wiley, Moran, DeMara, Mitten and Logan, also mounted on Pope Bicycles, were among the first twenty.

Six-Day International

MACFARLAND and MORAN on TRIBUNE and COLUMBIA Bicycles won the great Six-Day International Bicycle Race at New York, December 7th to 12th, making 2,737 miles, one lap, and BREAKING ALL EXISTING RECORDS. Out of sixteen men to finish, eight were mounted on COLUMBIA and TRIBUNE Bicycles. VANONI, one of the seventh team, who was mounted on a machine of foreign make, has since bought a TRIBUNE. Only three men on other American Bicycles finished.

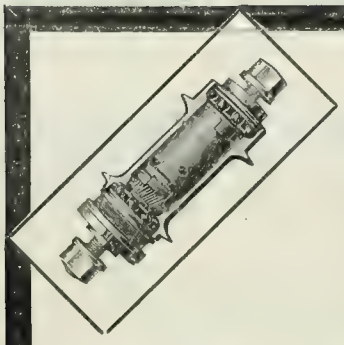
New York-Boston Road Record

PERREAULT, giving the final road test to the 1909 COLUMBIA Roadster in June, 1908, breaks the New York-Boston Road record. Awarded certificate of Century Road Club of America.

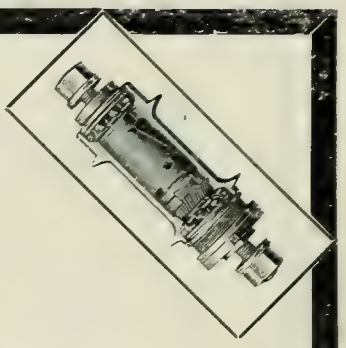
If YOU want to win in ANY kind of a bicycle contest, ride a POPE Bicycle

The Pope Manufacturing Co.

HARTFORD, CONNECTICUT



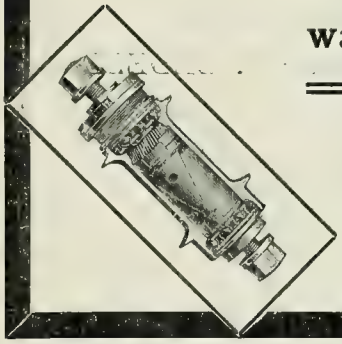
THE ARMLESS BRAKE
WITHOUT
THE LOCK WASHER

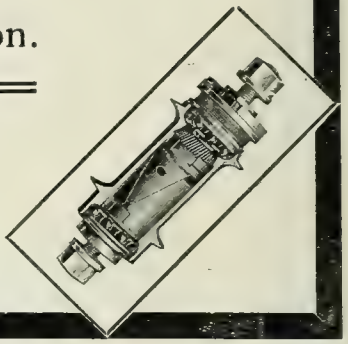


The Musselman Coaster and Brake

Let us tell you why we do not use a lock washer in the Musselman Brake construction.

THERE'S A GOOD REASON





The Miami Cycle & Mfg. Co.

MIDDLETOWN, OHIO

Licensed Coaster Brake Manufacturers

Hudson

H-U-D-S-O-N

Hudson

Spells "Quality"

The Wheel with the D & J Hanger



The Wheel with the D & J Hanger

No agency proposition amounts to anything unless the agent gets something out of it. We can show you how and why the Hudson agency is the Best and a profit payer for the agent. Write for particulars

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

Hudson

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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVIII New York, U. S. A. Saturday, January 9, 1909. No. 16

NOT ALL THE CREDITORS FAVORABLE

Opposition to Consolidated Reorganization Plan Develops—Opponents Ask Investigation of Receivership.

Not all of the creditors of the Consolidated Mfg. Co., Toledo, Ohio, have consented to the plan of reorganization proposed and recommended by the creditors' committee. In fact, a number of them are so unmistakably opposed to it that it appears plain that before the receivership, under which the company has operated for two years, is terminated, there will be much work for lawyers to perform.

The opposition has crystalized and the objecting creditors have joined in a cross petition which has been presented to the United States court for the Ohio District. The petition asks for a thorough investigation of the business conducted by the receiver and for such other relief as may be proper when the result of the investigation is disclosed. The petition was to have been formally filed this week, some delay having been caused by the vacation season of the court.

The plan of reorganization proposes the organization of a new corporation under the laws of Ohio which shall have a capital of $150,000 in 5 per cent. preferred stock, which will be given to the creditors in payment of their claims, and $50,000 in common stock which is to be given to W. F. McGuire, the present manager for the receiver. It is proposed to lift the burden of $200,000 in outstanding bonds, which so long has hung heavily over the concern, by a like issue of 6 per cent. bonds to be retired annually, $5,000 the first year, $10,000 thereafter.

Army Asks Bids for More Bicycles.

Uncle Sam is in the market for 65 more bicycles suitable for army service. Through the Chief Quartermaster of the Department of the East, stationed at Governor's Island, N. Y., the Government has invited bids for the bicycles in question, stipulating that they shall be the equal of the Columbia, Model 910, and limiting the bidding to the Columbia, Rambler, Pierce, Racycle and Iver Johnson brands. The bids will be received at the quartermaster's office up to 1 o'clock p. m., January 13th.

Kellogg to Open a Store in New York.

Stanley T. Kellogg, who has held as many records, championships and other honors as any man who ever straddled a motorcycle, is going into the business on his own account. For several years past he has been identified with the Hendee Mfg. Co. and has traveled far and wide in their interests, but the Excelsior, not the Indian, will be the machine that now will claim his attention, although it is possible that a chain drive machine also will be added to his line. He is now seeking a store in New York City, where he will locate, and it is probable that the company he is forming will include at least two well known New York riders. His arrangement with the Excelsior Supply Co. gives Kellogg a choice slice of Eastern territory—all of the New England States, New York south of Albany, New Jersey north of Trenton, and Pennsylvania east of Harrisburg.

Corson Gets Slice of Thor Territory.

George N. Holden having taken over the Indian agency for Boston, the former representatives, the Motorcycle Specialty Co., of which the veteran E. H. Corson is manager, has "filled in" with the Thor. In addition to Boston, Corson will also act as the Thor distributor for the rest of Massachusetts and for the States of Maine, New Hampshire and Vermont.

Splitdorf Establishes Boston Branch.

A selling branch for the Splitdorf Laboratory, of New York City, has been established in Boston. It is located in the Motor Mart and is in charge of James Rohde.

WELCOMES MAIL ORDER INVASION

Robie Sees How, Indirectly, It May Benefit the Regular Motorcycle Trade—His View of "Rider Agents."

Although the entry of the mail order houses into the motorcycle business generally is viewed with misgivings, if there is any man competent to pass an intelligent opinion on the situation, he is Fred C. Robie, the head of the Excelsior Supply Co., Chicago. Mr. Robie's concern is a big one and handles so many different lines that it employs more travelers in the West and South, the mail order strongholds, and covers the territory more thoroughly than any other company identified with the bicycle and motorcycle industries.

With sewing machine parts and supplies also an immense factor in the Excelsior business, there is no concern that comes into more direct or more frequent competition with the mail order houses. Despite the fact the Excelsior trade constantly has expanded and the mail order bugaboo, therefore, worries Robie little, if at all. He was in New York this week and when his view of the advent of the Sears-Roebuck motorcycle was sought he at once made clear, that far from sharing existing misgivings he rather welcomes it, in fact, he said so in as many words.

"I am glad of it," he said. "I think it will do good rather than harm. It will carry motorcycle interest into hundreds of little places which can be reached in no other way. The mail order catalogs will cause thousands of young men in the crossroads villages to think of motorcycles who never thought of them before, and in this way the use of them and the market for all motorcycles will be greatly enlarged. For I believe that very many of those who receive the Sears-Roebuck catalogs and become interested, will not rest content until they have obtained the Indian catalog, the

Excelsior catalog, the Thor catalog, or the publications describing other well known motorcycles; and of those who may purchase Sears-Roebuck machines, good though they may be, not a few of them never will be happy until they "swap" them for one or another of the established brands. As a result, when they get the latter, they will be more competent and better able to handle and intelligently take care of hem."

It is understood that the catalog price of the mail order machine will be $169. When this was remarked to Mr. Robie, he still refused to "scare."

"It will not materially alter conditions that have existed for several years past," he responded, and added: "Several motorcycle manufacturers have obtained the largest share of their business from the rural communities and at prices considerably under $169. Practically all of the rural postmen already are 'rider agents' and obtained their motorcycles for less than $169. The woods are full of these 'rider agents.' The mail order machine will only add to the number and there is this to be said for it—its price will be $169, no more, no less."

So far as the policy of the Excelsior Supply Co. is concerned, Mr. Robie stated that it would undergo no change. "Rider agents," "curbstone brokers" and all of that family would continue to remain unrecognized. When they want Excelsiors they must pay the list price for them. Excelsior agents will continue to be men maintaining stores and established businesses and to these all inquiries will be referred. If these men are real merchants Mr. Robie does not believe the mail order machines will cause them much worry. The business belong to them and if they are of the right sort they will get it and have small trouble in proving that the difference between $169 and a manufacturer's list price is worth every cent of it.

"We have some letters which I value even more than orders," remarked Robie, in a tone that showed his sincerity. "They are letters from agents thanking us for our cooperation or for standing by them."

To Make Motorcycles in California.

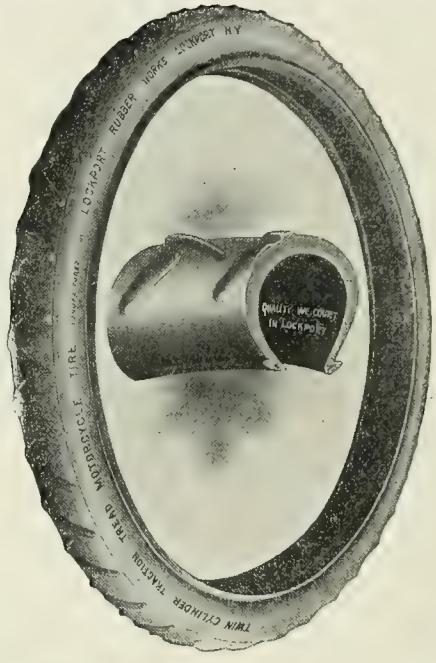
The Union Wheel Co., Riverside, Cal., is making ready to engage in the manufacture of motorcycles on at least a modest scale. H. Kohl, a former San Franciscan, is manager of the company, and already has turned out one model, styled the Kohl Special, which has given such a good account of itself that a building adjoining the company's present shop has been leased and will be equipped for the enlarged enterprise. It is stated that both singles and twins, belt and chain drive, will be produced.

Kansans Prepare for Motorcycle Rush.

Convinced of its great future, F. W. Hockaday, manager of the Wichita Bicycle and Sporting Goods Co., which has been handling motorcycles in connection with other goods at 230 North Main street, Wichita, Kan., is preparing to go into the motorcycle business on a large scale. The first move in that direction has been made by the leasing of another store, 222 East Douglas avenue, which will be devoted wholly to motorcycles; the Main street place will be continued but with bicycles and sporting goods only. It is Hockaday's intention to secure a district agency and carry a large stock of machines and supplies and to keep travelers covering the entire territory.

Tire Designed for "Twin" Motorcycles.

The Lockport Rubber Works, Lockport, N. Y., of which the well-known Charles F. U. Kelly is president, has its motorcycle tire ready for the market. As is shown by the accompanying illustration, it is of the



clincher type and is characterized by a distinctive non-skid tread and a distinctive name, Twin cylinder, traction tread tire, which is designed to describe its nature. Appreciating the more strenuous service required of tires used on twin cylinder motorcycles, Kelly kept that end in view in producing the tire and believes it is one that will fill the bill. It has had nine months of road use, in which time it completed well over 3,000 miles, and he states it is in practically as good condition as the day it was applied to the machine. Kelly naturally is of opinion that any tire that proves its worth on a "twin" will prove even more serviceable on a "single."

New Features of the Wagner Line.

Four models will constitute the line of Wagner motorcycles for 1909—a 2¾ roadster at $175, a touring model at $200, a semi-racer at $210 and a ladies' model at the same figure; the latter three machines will mount a 3½ horsepower engine, which, except for its increased size, 3¼ by 3¼, will not differ from previous Wagner motors save in a few minor refinements. For the transmission, however, a ⅞-inch 28 degree V belt will be used for the first time. Fuel and oil tanks will be of new design and of larger capacity, sight feed or force feed pump being the means of lubrication. Mudguards will be wider and heavier and handlebars longer and fitted with Rough Rider grips. Double grip control, float feed carburetter, Eclipse brake, Troxel-Eagle saddle, M. & W. 2½-inch tires will be the regular equipment, in which a stand also will be included. Both the mudguards and stands will be secured to special lugs on the fork ends, permitting the rear wheel to be removed without interference.

Emblems to Have a "Private Show."

In accordance with his usual custom, W. G. Schack, of the Emblem Mfg. Co., will display a full line of his bicycles at the Victoria Hotel, New York, during the week of the Madison Square Garden show. He also hopes to exhibit there, for the first time, the new Emblem motorcycle. Among the bicycles will be the latest production, the Emblem Special, made up of ⅞ heavy gauge tubing and with outside joints, a new two-piece hanger, Thor hubs, Diamond E spokes and roller chain.

Preparing for the Washington Show.

The Automobile and Cycle Dealers' Association has been formed in Washington, D. C., to conduct the show there early this spring, the date of which has not been definitely set. The officers chosen are as follows: President, R. A. Klock; vice-president, T. N. Mudd, Jr.; secretary, J. D. Carpenter; treasurer, E. C. Graham. B. C. Washington, who has managed seven previous shows in the Capital, will be in charge of the 1909 undertaking.

Addition to Chicago's Motorcycle Trade.

H. P. Hansen, for eleven years with Eugene Arnstein, the Chicago jobber, has resigned that connection to engage on his own account in the motorcycle business. He already secured the agency for all of the State of Illinois for the Merkel-Light line and expects to open an up-to-date store in Chicago about February 15th. Hansen is an old bicycle man, having been identified with the trade for some eighteen years.

Britisher Who is Ready to Buy.

Albert Brown, managing director of Brown Bros., London, is sailing today for one of his periodical visits to this country. While in New York he will make his headquarters at the Hoffman House. Mr. Brown's firm already handles the New Departure goods and he states that he will be pleased to see any novelties likely to be of use for the British market.

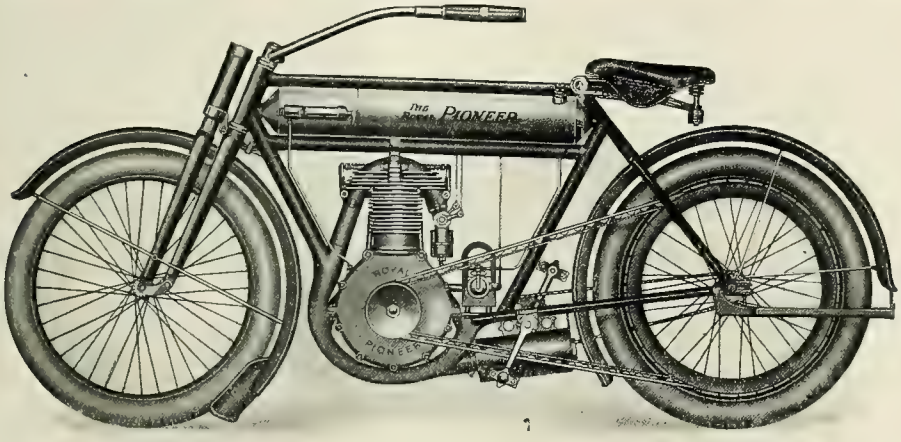
Herz Moves to a Bigger Factory.

Herz & Co., makers of the Herz magneto and other specialties, have removed their office and factory to the Puck building, 303-9 Lafayette street, New York City. The ground floor has been fitted up to suit their requirements, providing more than twice the former factory space.

ROYAL RADICALLY REMODELLED

Transformation Brings with It a Number of Wholly Distinctive Features—Motor is Minus Push Rods.

Although the Royal Motor Works, Worcester, Mass., had not let very much filter out regarding its plans for 1909, it was known that it had in store what its creators styled a "model de luxe" and which they expected would create something of a furore when it made its "debut." And it is fair to say that the accompanying picture of the newcomer will serve to command for it immediate attention. Its makers have



styled it the Royal Pioneer, because, as they explain, it is such an advance over its predecessors, of which there is no room for doubt.

Not only is it an impressive looking machine but it has been designed and built without regard for expense and it fairly bristles with appealing features.

The most novel points in its make-up are the method of frame construction, the design of the valve-in-the-head motor, the tank construction, the methods of guarding against friction by the adoption of Hess-Bright annular ball bearings of automobile size and the installation of a special method of lubrication. By dint of careful forethought, the appearance of the tank has been made to harmonize with that of the machine as a whole, this feature, together with the use of the truss member and the horizontal seat post giving the machine a distinctive appearance aside from that afforded by the construction and mounting of the motor.

The motor, the general external details of which are clearly shown in the picture, has a cylinder capacity of 30½ cubic inches. What is its most original feature, however, is the method of arranging the valves and their actuating mechanism, and indeed, the entire head end of the engine. The cylinder is made with its head in one integral casting, the valves being mounted at right angles instead of parallel to the cylinder. Both valves, with their springs and working parts are absolute duplicates and interchangeable. They are mechanically actuated by means of tension rods, no push rods being used in any part of the mechanism. By loosening only two bolts, either the inlet or exhaust valve may be removed together with its seat and chamber, and may then be ground or cleaned without in any way disturbing the other portions of the motor. The piston is of dome shape, with upper surface approximately following the curvature of the cylinder head itself. The spark plug is located practically in the centre of the cylinder, so that the ignition of the charge occurs in what is virtually the centre of the body of gas. Opposite the plug is a brass pet cock to permit priming in cold weather or to assist in flushing the motor at any time.

Lubrication is effected by means of a combination of splash and centrifugal systems. Within the piston and near its lower end is a small trough running entirely around it which is filled with oil at each descent of the crank, this constantly renewed supply being distributed in a thin film over the cylinder walls through a series of very small holes drilled through to the outside of the piston. The same principle in modified form is applied to all moving parts. The result is that the journals are constantly bathed in a stream of cool oil which afterward is drained back into the case to be used over again. A heavy glass plate set in the crank case permits the rider to see just how much oil is in the base at any time, while the usual pet cock located below permits the old oil to be drawn off when necessary.

The carburetter is an English importation—the Brown & Barlow—which is well and favorably known on the other side. It is mounted close to the head and immediately in the rear of the cylinder. It is fitted with an auxiliary air inlet operated by the right grip. Ignition is by a Bosch high tension magneto which is located back of the motor, where it is away from the dust and mud thrown by the front wheel, the driving gear, consisting of two pairs of pinions and a short length of shafting, the motor end of the group being enclosed by the cam case.

The exhaust, instead of passing directly to the muffler in the usual way, is first introduced into an expansion and cooling chamber which is built integrally with the frame and is made to serve as a reinforcement. It starts as a tube 1¾ inches in diameter but spreading to a width of 4 inches and sweeping around under the crank case affords a chamber of 4 times the volume of the cylinder itself. In consequence of the expanding and cooling effects which are thus secured, it is possible to employ a muffler having only open passages of generous size and in which there is only atmospheric pressure.

The tanks—fuel and oil—though of double torpedo end construction and mounted and secured in the frame by means of a single bolt at the rear, are entirely independent of each other. The oil tank to which the oil pump with its transparent barrel is secured, is mounted in front and is of two-quarts capacity. It telescopes into the end of the gasolene tank which holds two gallons. The tanks are of 5-inch round seamless brass tubing, highly nickeled.

Further details such as the mounting of the motor, the adjustable crank hanger, the design of the double grip control have been developed for use on this particular machine. The Pioneer compound spring fork used, for instance, in addition to carrying telescoping springs, to carry varying loads without transmitting vibration or shock to the frame or the hands of the rider also is equipped with stop springs for limiting the travel of the parts, thus preventing the mechanism from receiving an extreme shock.

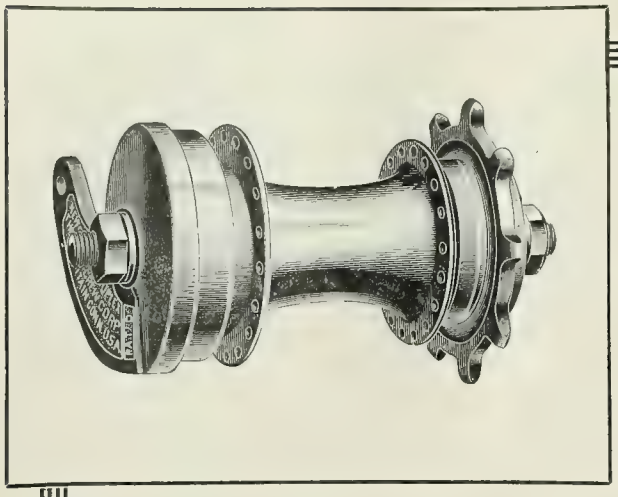
The new Royal recently was given a hill test to which all the motorcyclists of Worcester were invited and "its performance was as good as it looks," was an expressed opinion quite generally shared. Geared 4 to 1, it climbed the Leicester hill eight times without turning a pedal and later ran up and down Dead Horse hill with even greater ease and speed, these two "mounds" being about the "toughest" and most famous "upheavals" that lie between New York and Boston.

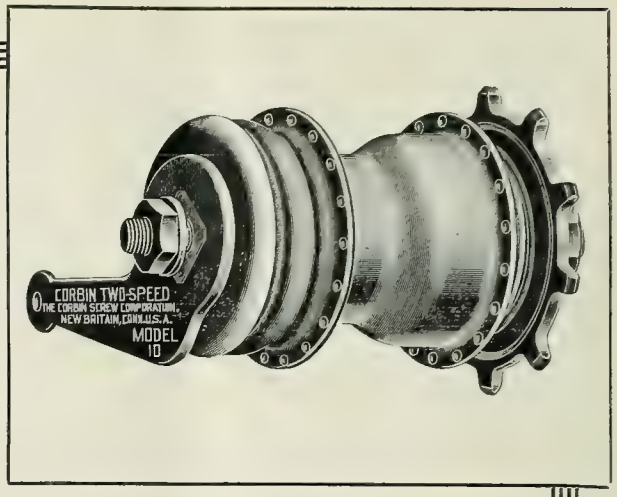
Extent of Japan's Bicycle Industry.

According to Consul John H. Snodgrass, of Kobe, between 40,000 and 50,000 bicycles per year now are being manufactured in Japan. About 60 pairs of tires per day also are being produced in native factories. Consul Snodgrass estimates that there are 350,000 bicycles in use in the empire, which, however, seems an under-estimate.

Hub that Makes Demonstrations Easier.

To make easier and more effective the demonstration of their coaster brake, the New Departure Mfg. Co. is now supplying dealers with a slotted model of it. Being slotted, the interior mechanism and its exact operation are of course readily seen and explained.





After all is said and done, that oft-repeated remark

"There is nothing so good as the Corbin"

about summarizes the coaster brake situation.

Whether applied to

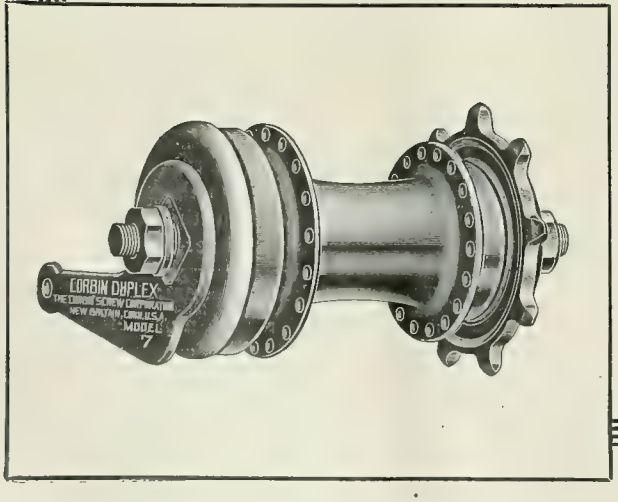
Bicycles or Motorcycles

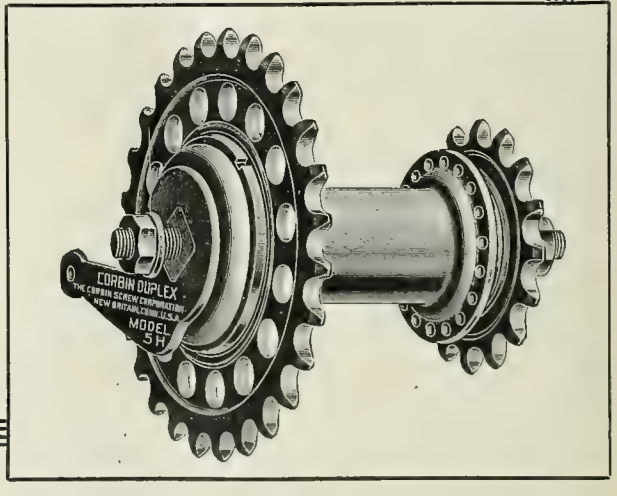
the truth of the remark has been abundantly proven. "The Corbin way" long has been demonstrated to be the right way.

CORBIN SCREW CORPORATION

NEW BRITAIN, CONN., U. S. A.

LICENSED COASTER BRAKE MANUFACTURERS.





THE BICYCLING WORLD and MOTORCYCLE REVIEW
FOUNDED 1877

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☞Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

☞Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, JANUARY 9, 1909.

The New York Motorcycle Show numbers of the Bicycling World and Motorcycle Review will bear dates January 16 and 23. The first number will contain a comprehensive forecast of the motorcycle exhibits in addition to a number of special articles on motorcycle subjects; the second number will contain complete and fully illustrated descriptions of all machines displayed, including their respective innovations and features. They will be issues such as will prove of real assistance to the prospective buyer in selecting his mount for 1909.

Making the Most of Exhibitions.

When competitors in the same line of industry are ranged side by side, he who is able first or best to catch the eye of the passer-by and to enlist his attention, obtains no small advantage. Exhibitions such as the forthcoming Madison Square Garden show constitute occasions of the sort and offer such opportunities. While to "do business" may be the principal objective, such functions also have an educational side which should not be overlooked. But before education can be undertaken the pupil must be interested.

So far as motorcycles are concerned, there still remains almost unlimited scope for educational effort and it may be said that even the casual visitor to the motorcycle section at the Garden show is in a sense a fit subject for that form of education termed "missionary work." But before he can be approached, a display of interest on his part must be developed. It is for the several exhibitors to so exercise their wits that such visitors may be induced to become interested. For that purpose any "added attraction" were well worth while.

"First catch the eye, then appeal to reason," is one of the first rules of advertising and the sort of education referred to is a form of advertising and must be considered accordingly.

To "catch the eye" of the show visitor therefore is one of the objectives that should not be overlooked by the wise exhibitor, in which respect the value of the full nickeled or copper plated or other ornately and attractively finished machine is not to be despised. But of all displays that hold attraction for the passer-by, none exceeds the "working model" of whatever sort.

The desire of "Helen's babies" to "see the wheels go 'round" was but the infantile expression of the very general human desire. Wherever there is "action," there the crowd will be found; there it is that interest will be displayed and the working model is in itself an educational exhibit. The moral is plain: The exhibitor who seeks to attract and interest the public will endeavor to promote a moving exhibit of some sort. Of course, so far as concerns Madison Square Garden the use of gasolene for such a purpose is prohibited, but there is no ban on the employment of electricity and no damper is placed on ingenuity.

Equalization That Avoids Price Cutting.

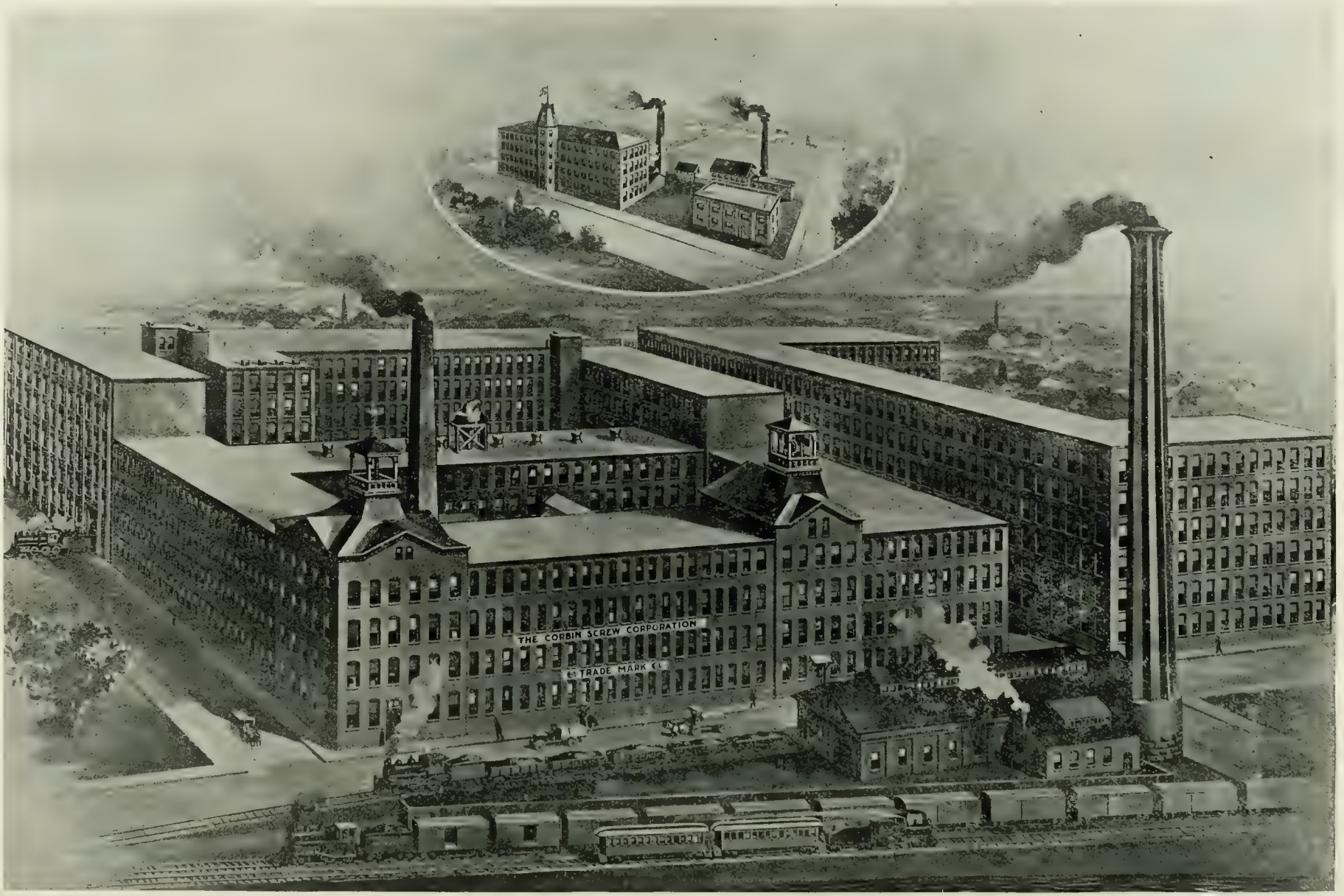
Uncertain tendencies in the market for motorcycle sundries, coupled with the general instability which arises from its condition of rapid growth, are affording dealers cause for no little dissatisfaction, and at times even, are reacting unfavorably upon the dealers themselves and upon the market by unsettling prices and so disturbing the values of stocks in trade. It is a frequent complaint that motorcycle sundries are more expensive than bicycle sundries, and this naturally follows from the fact that the latter are pretty well standardized and so are reduced to the plane of staples, subject to known movements. Motorcycle supplies, on the other hand, are not yet as firmly established so that the dealers suffer through a lack of ability to estimate correctly their probable requirements for a given period.

In consequence of this condition it often happens that a dealer finds himself well on toward the middle of the season with a stock in some particular line which is not moving at all and which threatens to go stale on his hands. A ready solution of this difficulty was evolved by a well-known Western dealer recently in connection with the discovery that a fellow-dealer in the same locality was cutting prices on a certain line of expensive lamps. On inquiry it developed that the second dealer was carrying a small overload of the goods and had become fearful of having it left on his shelf. Thereupon the Good Samaritan offered to take a very small allotment off his hands, at the same time advising him to look up some of the other dealers in town and see if he could not reduce his surplus within the trade.

The principle involved is a commendable one. Were the average run of dealers less concerned with trade rivalry and more so with the idea that they all are fellow laborers in the same field—that what affects one must sooner or later affect all—there would be less cause for worry over unsettled conditions. The principle of equalization of stocks is one which many dealers would regard as less sacrifice than that involved when prices are cut, because cutting in one line is pretty apt to be followed by similar reductions in others until the entire trade is affected. It is a fact that what might be too bulky a stock for a single dealer to swing, might prove hardly sufficient for the demand were it divided among a number of dealers in the same locality. Thus the act of apparent good-samaritanism turns out to be one of self-protection pure and simple.

The "quick action repair pedal" strikes the English Motorcycle as being such a strange device that it arises to remark: "American pedals must be very liable to breakage or the machines to side-slipping to cause anyone to market the quick action repair pedal." Of course, the whole world knows that British pedal pins never break when riders side-slip or otherwise fall! That is a peculiarity common only to the American product. When an English machine skids it usually rights itself and ambles ahead until its rider picks up himself and overtakes it.

The Plants Wherein the American Bicycle and Its Components Are Produced



VIII.—THE CORBIN SCREW CORPORATION'S FACTORY AT NEW BRITAIN, CONN.

MACLEAN AGAIN DEFEATS WILLS

Gruelling Match Race at Boston—Halstead Toys with the Amateurs—Anderson and Drobach Win Events.

Before a record-breaking crowd Hugh MacLean again put the taboo sign on Albert Edward Wills, at the Park Square Coliseum, Boston, Saturday night last, 2d inst. MacLean is the champion pace follower of America, while Wills, in addition to possessing the honor of having been named for England's Own King Edward, last summer broke the world's hour paced record. Since coming to America Wills defeated Walthour, but since has been beaten twice by MacLean. At the present time the champion appears invincible. In addition to the paced race, a good card of sprint events was served to Boston's race followers. Norman M. Anderson, the Danish sprinter, won a clever victory in the ten miles open by repeating the trick he turned a week previous, and Peter Drobach, of South Boston, took the handicap. Halstead simply toyed with the amateurs in the five miles open, for besides winning every mile prize he giggled at a combination out to beat him and won the final sprint as he pleased.

Wills was still chafing at the remembrance of his recent defeat by MacLean and the little Englishman was determined to retrieve his lost laurels when he mounted his bicycle and got behind Gus Lawson, his pacemaker. MacLean was paced by Ruden, and a flying start prevailed, MacLean getting away from the tape while his British opponent started from the backstretch.

MacLean did his usual stunt of trying to ride the legs off his opponent in the opening miles and the way he reeled off lap after lap had the crowd in an uproar. Wills was game, however, and he met every spurt of his American opponent. While MacLean had showed some slight gains, he had less than 30 yards advantage when Wills punctured at 3½ miles. The Englishman fell while trying to dismount, but was not injured.

Wills got back in the race and fought MacLean off when the latter tried to pass, but soon after had another misfortune. His tire blew up while the going was hardest and a heavy cropper was Wills's portion, his headgear being all that saved him from serious injury. While repairs were being made the ten miles open for professionals was interjected.

After the resume Wills showed fine form and in the first mile of riding had gained the quarter lap he had lost. Wills's superb riding was marvellous and the crowd quickly proclaimed him a second Jimmy Michael, for in build and style of riding he is not unlike the lamented little Welshman.

Mile after mile was reeled off at a dizzy pace and Wills soon had MacLean wondering. The superior strength of the American finally told, however, and MacLean had gained the distance he lost in the restart. The hard pace that Wills began proved too much for himself and in the 15th mile MacLean came alongside for a gain of one-half lap. For three laps it was only a question of who would give in first when a slight swerve caused Wills to lose the roller of his pacing machine and MacLean went around and put a lap on the Britisher. The time for 15 miles was 25:21⅕.

From that point to the finish the match resolved into a duel of speed. MacLean tried very hard to increase the distance, but it was not until the last mile that he showed any appreciable increase. Then he got to within ten yards of Wills, making the total distance gained 1½ laps less 10 yards. The time was 33:51⅘.

In the five miles open for amateurs Alfred Halstead enjoyed a regular old fashioned picnic with the Boston near-champions. A bunch of riders started and they intended to put the run-back-home sign on Halstead's back, but instead were badly fooled. There were four mile prizes and Halstead easily gobbled them up although he had plenty of opposition. When the sprint for the final mile started Cornelius Connolly went up to pull Hayes, a bit of teaming that was apparent to every one except the referee, who, it seems, is badly in need of a pair of glasses. At any rate the combination did not work for a cent's worth. When Connolly turned Hayes loose Halstead pulled the speed lever and went around as though the Bostonian was anchored, turning his head to laugh at Hayes's discomfiture. The Californian won about as he pleased, with Bussey hanging on Hayes's wheel for third place. Morgan finished in fourth position. The time for 5 miles was 12:58⅖.

As usual, the handicapper felt the holiday giving spirit to such an extent that he did not give the men on the low marks half a chance for a look-in. Krebs was shut out in the first heat, and Menus Bedell didn't have a chance in the second. The same condition prevailed in the third heat when Anderson did not qualify. Drobach, Cameron, MacPartland, Mitten, Hill, Smith, Lake, De Mara, Mackay and Logan qualified, the lowest marker being De Mara on 30 yards. Lake was the long-marker with 140 yards. Drobach, from 70 yards, put up a good fight in the final heat, for besides pulling up the middle-markers he won the sprint, with Mitten sleighriding for second. Cameron was third. Time, 1:58.

Twenty-two professionals faced the starter in the 10 miles open and with half mile prizes the going was spirited all the way. Logan scored five of the special purses, Wiley four, De Mara three, Holbrook and Drobach two and Bardgett one. Punctures started early, Lake and Devonovitch going out the first mile. Connolly fell in the eighth mile, and Root and Lake retired in the following mile. At the gun for the last mile Bardgett was in front with Logan trailing. On the third lap Cameron pulled Krebs around, but the sprinting was fast and Logan passed the Newark German. Logan opened a gap and the judges already had begun to write his number on their slips, when a black streak, which proved to be Anderson, broke away from the bunch and in a beautiful burst of speed passed the South Boston orator. Menus Bedell came up strong from behind and just nipped Logan at the tape, John Bedell getting fourth. Bardgett, Hill and Krebs followed in order. The summaries:

Twenty miles motor paced match, professional—Won by Hugh MacLean, America; second, A. E. Wills, England. Time, 33:51⅘.

Five miles open, amateur—Won by Alfred Halstead, Sacramento, Cal.; second, Hayes; third, Bussey; fourth, Morgan. Time, 12:58⅖.

Ten miles open, professional—Won by N. M. Anderson, Denmark; second, Menus Bedell, Newark, N. J.; third, P. F. Logan, South Boston; fourth, John Bedell, Newark, N. J. Time, 22:51.

One mile handicap, professional—Won by Peter Drobach, South Boston (70); second, W. L. Mitten, Davenport, Iowa (60); third, George G. Cameron, New York City (55). Time, 1:58.

Anderson and Drobach Lead Boston's List.

Norman M. Anderson and Peter Drobach lead, respectively, in the scratch and handicap divisions of the point championship instituted by the managers of the Boston Velodrome. By winning two firsts in open races Anderson has placed 20 points to his credit, while John Bedell is a close runner-up, with 18 points. In the handicap class Drobach leads with 17 points and Dave Mackay is second with 12 points, George Cameron being only one point behind. The standing of the riders is as follows:

Scratch.

Rider.	Races.	Points.
N. Anderson, Denmark	2	20
M. Bedell, Long Island	2	18
J. Bedell, Long Island	2	13
W. Mitten, Iowa	2	10
P. Logan, South Boston	2	8
F. Krebs, Newark	2	8
G. Wiley, Syracuse	2	8
W. Bardgett, Buffalo	1	6
F. Hill, Watertown	2	5
Geo. Cameron, New York	2	5
W. De Mara, California	2	3
P. Drobach, South Boston	2	3
H. McPartland, Woburn	2	2
D. Connolly, Everett	2	1

Handicap.

Rider.	Races.	Points.
Peter Drobach	2	17
D. Mackay, New York	2	12
G. Cameron, New York	2	11
B. Hill, Newark	2	11
Joe Halligan, Newark	2	10
W. Mitten, Iowa	2	9
Floyd Krebs, Newark	2	8
T. Smith, Jersey City	2	7
D. Connolly, Everett	2	6
Walter De Mara, California	1	5
R. Lake, Boston	2	4
P. Logan, South Boston	1	3
F. Hill, Watertown	2	2
H. McPartland, Woburn	1	1

BUTLER CONTINUES HIS WINNING

Captures Big Event of Christmas Meet in Paris—Vanden Born Defeats Mayer and Bader in Sprint.

Continuing his long string of triumphs abroad this season, Nat Butler won another notable victory in Paris, December 20th, at the annual Christmas meeting held on the winter track. Butler won the third annual Prix Corre, defeating Seres and Bruni. The first prize amounted to $500 which, in addition to his appearance money and the bonus received from the bicycle and tire companies whose products he employs, made a neat little Christmas present for Mrs. Nathaniel Hawthorn Butler.

The distance of the event was 50 kilometers, contested in two heats of 20 and 30 kilometers, respectively, and in the first heat Bruni made the best start, followed by Butler and Seres, in order. After two laps riding Butler passed Bruni, but in the tenth lap fell back to second place. In the 21st lap, however, Butler unwound a long sprint that carried him past Bruni, while Seres also passed the latter after a sprint lasting two laps. Andre pulled Butler along in good style and in the 36th lap again lapped Seres; Bruni rejoined the latter ,but could not pass. At the finish Butler was 800 meters ahead, and Bruni third by 1,350 meters. The time for the 20 kilometers (12.4) miles) was 14:56⅗.

Seres assumed the lead at the start of the second heat and Butler let him stay there for the first ten laps, but in the eleventh, Butler got industrious and after five laps riding had passed Seres, lapping Bruni in the sixth kilometer. Then the spectators were treated to a fine sight of a battle between Seres and Bruni. The latter resisted gallantly but Seres proved stronger.

At 10 kilometers Butler led in 7:51⅗, with Seres 200 meters behind. Butler rode magnificently throughout and in the 13th kilometer he passed Seres and lapped Bruni for the third time, relapping both men five laps later. At 20 kilometers Seres was 2¼ laps behind, while Bruni had lost 4½ laps. Between then and the finish Butler lapped Seres and Bruni several times, while Seres attacked Bruni so savagely that the latter succumbed. Butler finished in 22:28⅗, and the addition of distance covered by each rider gave the American the victory with 50 kilometers; Seres was second with 48 kilometers and Bruni had 45 kilometers 950 meters.

Berthet and Theile contested the Prix Baudry, two heats of which were run as a pursuit and the other heat, 26 kilometers, behind human pace. Berthet won the 5 kilometers pursuit but Theile was victorious in both the 25 kilometers heat and the final, a 10 kilometers pursuit.

Hourlier defeated Henri Mayer and Oscar Schwab in the Prix Antony, a 10 kilometers sprint race reserved for 23 selected riders. Hourlier won by a wheel, with only the width of a tire separating Mayer and Schwab for second place, the former getting the decision. Comes was fourth by a half wheel.

Bader, Hourlier, Vanden Born, Comes, Rettich, Devoissoux, Mayer and Friol qualified in the eight preliminary heats of the Grand Prix of Easter, Delage winning the final of the repechage from Schilling and Heller. The semi-finals and finals were contested on the following Friday, December 25th.

Bader, Friol and Comes contested the first semi-final heat and to the great surprise of the spectators Bader defeated Friol by a wheel. In the second heat Vanden Born got home before Rettich and Delage, and Mayer defeated Devoissoux and Hourlier, in the order named. There were two final heats, the victory being decided by the addition of points. In the first heat Mayer assumed the lead, but was jumped by the Belgian crack 100 yards from the tape. Mayer resisted valiantly, but was able only to reach Vanden Born's rear wheel before the tape. Bader was one wheel behind Mayer. In the second heat it was apparent that both the German cracks were contriving to defeat the Belgian. Vanden Born saw what they were up to, however, and he first attacked Mayer with such good effect that the German was clearly outclassed. The Belgian then went after Bader and made him look like a novice, winning by two clear lengths.

The Grand Prix of Christmas is one of the most inportant winter fixtures and the winning of it is sufficient guarantee for a meal ticket the remainder of the season. In the consolation, open to the unplaced men in the demi-final heats, Hourlier won, defeating Friol, Delage, Devoissoux and Comes in the order named.

In the paced race at 80 kilometers Guignard defeated Lapize, to whom he had conceded a handicap of three laps, by 120 meters and Contenet, who started on even terms, by four laps and 100 yards. The only other important race at the Christmas meeting was a four heat and final tandem race which went to Hourlier and Friol. Lagarde and Michaud were second and Martin and Devoissoux third.

Berlin to Try Six Days Racing.

Germany is to have a taste of continuous six days racing if the efforts of certain Berlin promoters are attended with success. According to a French announcement the "Sportpark Betriebsgesellschoft Berlin-Munich" which, in predigested English means the society for the exploitation of the sports parks of Berlin and Munich, is to have a big reunion from March 1st to 27th, 1909, and, according to the plans, sprint meets will be held on March 7 and 14, and a continuous six days race, identical to the New York affair, will take place during the weeks of March 15 to 21.

CROWD JAMS BUFFALO ARMORY

Schudt and Delling Share Honors at 65th Regiment Games—Bicycle Events the Popular Features.

Without exaggeration the greatest and most demonstrative crowd of sport-lovers that ever witnessed a card of indoor games in Buffalo, filed, or rather jammed their way into the 65th Regiment Armory, that city, last Friday night, 1st inst. The "S. R. O." sign was in evidence a half hour before starting time and when the pistol was fired for the first event men and women were standing elbow-to-elbow three rows deep on both the main floor and in the balcony. The card was one of the best held this season and as usual, the exciting bicycle events contributed largely to the enthusiasm, as was attested by the great cheers that greeted the riders at each close finish. Fred Schudt won the two miles lap race and Delling proved victorious in the handicap, at the same distance.

The greatest excitement of the evening was produced in the two miles lap race. In the first heat John Tanner and Al Mercer fought it out in grand style and tied for first place, each with 54 points. Tony Burke was a close second with 47 points. In the second heat Ed Arenz tried to cut in on the pole and caused a spectacular fall in which every one except Fred Schudt went down. The third heat was won by Delling with 67 points, with Joseph Scheider, 58 points, second, and E. P. Young, 41 points, third. There was no stopping Schudt in the final and he won by a big margin over Delling and Scheider in the order named.

The two miles handicap also was a hummer and the four heats and a final produced some thrilling moments, Delling being the only one of the low-markers to qualify for the final. He proved a whirlwind, however, and after a pretty, mowing, ride, won the race from Tony Burke, who started from 20 yards. Ed Arenz, with a handicap of 70 yards, finished third. The summaries:

Two miles lap, open—First heat won by J. M. Tanner and Al Mercer, tied with 54 points; third, Tony Burke, 47 points. Time, 4.45⅕. Second heat won by Fred Schudt, 72 points, all others falling. Time, 5:16. Third heat won by Edward Delling, 67 points; second, Joseph Scheider, 58 points; third, E. P. Young, 48 points. Time, 4:52⅗. Final heat won by Fred Schudt, 56 points; second, Edward Delling, 40 points; third, Joseph Scheider, 36 points. Time, 4:41⅕.

Two miles handicap—Qualifants: Edward Arenz (70), Joseph Scheider (15), Edward Felber (170), Tony Burke (20), Edward Delling (scratch), R. J. Hoover (85), E. P. Young (145), John Stauber (75), Joseph Zoller (100), John Newland (110), H. J. Young (160), John Prang (170). Final heat won by Edward Delling; second, Tony Burke; third, Edward Arenz. Time, 4:44⅕.

NEW RACING RULES IN GERMANY

Much Needed Reforms Adopted in Motor-paced Competition—Some of the Most Important of the Changes.

Those much-needed reforms in motor-paced racing as it is conducted in Germany at last have been brought about, through the wholesale killing that resulted last year. With the object of discussing and formulating rules for the future conduct of motor-paced races on the German tracks a meeting was held at Berlin recently, at which the managers of all the well known tracks, and several pacemakers and riders attended.

The meeting was productive of several changes in the present system and apparently the only thing they overlooked was the matter of regulating the horsepower of the machines used for pacing, for it is certain that so long as gasolene locomotives are allowed on the track, just that length of time will result casualties. However, after a long discussion, the meeting decided upon several changes.

One of the most important of the rules made is in respect to windshields. In future there shall be no windshield proper, but only plates for protection against oil, attachable vertically five centimetres (2 inches) in front of the rear wheel. This plate will measure 30 centimetres in width and 60 centimetres in height, or 11½ by 23 inches. Each plate will be furnished by the German Tracks Association and will bear its official seal, so that there will be no chance for a pacemaker to "ring in" a plate larger than the prescribed regulations.

Another thing that has played a considerable part in the accidents that resulted last year is the fixed foot rests with which the present day pacing machines are equipped. In an accident in Paris two years ago when a motorcycle ran amuck, these foot rests decapitated one innocent bystander and severely injured another, while Schadebrodt, who fell at Treptow last summer, was fatally injured by being struck by the footrest of a machine coming up behind. Hereafter the footrests must be movable and not, as at present, fixed.

The width of handlebars hereafter must not exceed 75 centimetres (29-30 inches) and another innovation will be a spring cage for the pacing machine, something upon the lines of those attached to the front of Berlin electric cars, the idea being to eliminate the shock in the event of a collision with a man who has fallen. The safety roller will be fixed at a distance of 10 centimetres (3.9 inches) from the back wheel.

In order to give better protection against wind resistance to the rider it has been one of the cute tricks of pacemakers to either open one button of the leather coat or cut holes in the front, thereby making the coat inflate like a balloon. Leather jackets will be worn in the future but the new rule is one that will make them no better as a windshield than any ordinary sweater.

The leather coats, as well as the breeches, will be furnished the riders by the association, but they will be cut along new lines, which shows evidence of the inventive mind of the German. The leather coats will button down the back, so that it will be impossible for them to inflate.

Canine Enthusiasm for Cycling.

Barnold, the well known dog trainer, once told a friend that it was an easy enough matter to teach a dog to do tricks, provided the canine had but a sure footing, but that it was a hundred times harder to teach any animals except monkeys to perform the same tricks upon a movable object, such as balancing on a sphere or performing tricks while standing on the back of a pony—features of nearly every good trained animal show. For that reason the accompanying photograph is of interest. The dog had just balanced itself on the lad's shoulders and was dismounting at the time the camera was snapped. According to the photographer it is a common sight to see the boy riding around the streets of the city in which he resides, with the dog perched on the saddle in the position shown in the picture, the two being inseparable. The youngster, whose name and lineage are unknown, shows proclivities for becoming a second Barnum, Hagenbeck, Barnold, or other animal training luminary.



CANINE CYCLIST READY TO DISMOUNT

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

PITTSBURG TO HAVE A NEW TRACK

Plans Afoot for Saucer in the Exposition Roller Skating Rink—Probability of Early Race Meet.

Pittsburgh is due for some bicycle racing before spring, upon a six or seven lap track which will be erected in the large building known as the Exposition Roller Skating Rink. Public announcement of the fact has not yet been made but it was learned this week that the Pittsburgh Amusement Company, which controls the rink, has had a conference with Jack Prince, and that the latter is to build the track. When John J. Bell, who handled Louis Gimm, the one-time Cleveland crack, and who now is manager of the rink, was approached upon the subject, he said that while all arrangements had not been concluded it is likely that a track will be erected within the next two months. The building measures 300 by 325 feet, and easily can accommodate a seven lap track. If possible, however, a six lap saucer may be installed.

St. Louis Six Days Race in Doubt.

If reports are to be believed the St. Louis six days race has been called off. Timothy Hurst, who announced that he would promote a ten hours a day contest in that city the third week in January, could not be located this week, but it was learned from other sources that the New York fight referee and baseball magnate, has decided to defer his entrance into the bicycle racing field. It is said that Hurst is timid about financing the venture.

ADEE REMAINS C. R. C. A. HEAD

Annual Election Results in Few Important Changes—Eastern Division Chooses New Board of Directors.

As naturally was expected, the annual mail vote for officers for the Century Road Club Association did not result in any material changes. Daniel M. Adee, of Brooklyn, has served the associatoin so long and so faithfully in the capacity of president that the members would not allow him to step out of harness and he remains at the head. E. Lee Ferguson, of New York City, again was elected first vice-president; Paul Thomas, of North Tarrytown, N. Y., was induced to refill the post of financial secretary, and R. A. Van Dyke, New York City, will again hold the treasury pursestrings of the national body.

There were two changes in the national body, however, new men being elected for the offices of second vice-president and recording secretary. J. J. Garrity, of Brooklyn, one of the old guard whose interest in cycling has never diminished, replaces A. B. Eifler, as second vice-president, and Fred C. Graf, Jr., Richmond Hill, N. Y., steps into the position of recording secretary, vacated by Emil Greenbaum.

Because of the excellent work he has done in the past, Greenbaum, however, has not been allowed to retire. He was elected secretary of the Long Island Division, a position which he has been filling, through the resignation of the former secretary, for some months. Practically all the old officers in the divisions were re-elected, although the Eastern Division chose a new board of directors.

The officers for the ensuing year, both national and in the divisions, are as follows:

National.

President—Daniel M. Adee, Brooklyn, N. Y.

First vice-president—E. Lee Ferguson, New York City.

Second vice-president—J. J. Garrity, Brooklyn, N. Y.

Financial secretary—Paul Thomas, North Tarrytown, N. Y.

Recording secretary—F. C. Graf, Jr., Richmond Hill, N. Y.

Treasurer—R. A. Van Dyke, New York City.

Eastern Division.

Centurion—J. W. Johnston.

Secretary—Sylvain Segal.

Treasurer—Fred Larsen.

Captain—M. S. Walters.

Directors—Peter Wollenschlager, J. W. Gull, A. P. Falvey, Charles F. Levy and C. E. Burch.

Long Island Division.

Centurion—W. F. Jacobs.

Secretary—Emil Greenbaum.

Treasurer—Fred C. Graf, Jr.

Captain—A. H. Minterman.

Directors—J. F. Paulson, Herman Kampe, Augustus F. Duester, A. B. Eifler and J. M. Eifler.

Local Option Disturbs Road Riders.

Bicycle riders who are wont to make the famous Merrick road on Long Island their favorite riding ground are much perturbed over the fact that residents of the township of Hempstead will next spring be asked to vote upon the question of local option. Should the teetotallers carry the issue at the polls it will mean practically the closing up of many roadhouses where bicycle clubs have heretofore had Long Island headquarters and checking stations. As the township embraces that portion of the Merrick road from Jamaica to Amityville the alarm of riders can well be understood. This stretch includes Tom West's place at Valley Stream, from where approximately 95 per cent of the roadraces held in the east start. West has announced that if local option prevails next year he will move elsewhere on Long Island.

Alleged Motorcycle Thief Arrested.

Accused of stealing a motorcycle and then with assaulting a dealer who refused to buy it, Henry Threlkel, 778 Ninth avenue, New York City, was locked up on Monday last, 4th inst., at the Fifth street station on the complaint of William Marks, of 45 East Fourth street. Threlkel's friend, Max Schmidt, who lives with him, was locked up charged with assault. It is alleged that Threlkel, during the Christmas week, went to Morris Worksman, on Cortland street, and asked to exchange an old machine for a new one, promising to pay the difference. Threlkel was allowed to test the new motorcycle on the street and then put on speed and escaped. It was this machine he tried to sell Marks, the police say. Worksman himself got into a peck of trouble over a motorcycle and evidently is profiting from his experience.

Woman Heads Entertainment Committee.

The placing of women in certain club positions which they can fill admirably is likely to result satisfactorily to all concerned. An evidence of this sort is noted in the announcement of the annual entertainment and ball of the Eastern Division, Century Road Club Association, to be held Friday evening, January 29th, at Westminster Hall, 1997 Lexington avenue, between 112th and 113th streets, New York City. The chairman—or properly, the chairwoman—of the entertainment committee is Mrs. J. W. Johnston, wife of the centurion of the Eastern Division, and she promises some surprises in the entertainment part of the program.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

PYE AGAIN TO RIDE IN AMERICA

Australian Plans to Come Around with Some New Riders—Says He Has Discovered a Young Wonder.

That track racing is not a very successful issue in Australia at the present time, as stated in last week's Bicycling World, is further confirmed by a letter received from Ernest A. Pye, this week. Pye, it will be remembered, was a prominent contender on the Salt Lake and Ogden tracks two seasons ago, but after marrying he returned to Australia and went into the tire business with another rider named Bray, and but recently returned to the track. Pye's letter, dated Windsor, Victoria, says, in part:

"We opened our season here October 11, but the attendance has not been very good (nights too cold). I have won every scratch race on the saucer to date, but was beaten in a motor-paced match.

"I expect to be back in Salt Lake next spring and will get six or seven of the best riders here to come with me if the season back there looks good, including the "Dare Devil" Motorist De Fraga (who is simply wonderful), but he would want a pretty good engagement to stay in Salt Lake City. He is willing to match himself against any one in the world for $500.

"I see Jackie Clarke is beating everything in sight. He must be riding some. We received a cable from "Major" Taylor. He wants only $8,000 for 16 races, so I guess Australia won't see the 'shine'.

"There is a very promising young rider here, named Goulet. He is faster than any one of us, but needs a little more experience. He is only 17 years of age and so will have ample time to learn.

"I am going to West Australia to race during Christmas. I am getting a good piece of money for the three. If we can catch them we are also going to take in the Westral wheel race, $2,000, and another for $500."

Los Angeles Motorcycle Club Election.

The semi-annual election of officers for the Los Angeles Motorcycle Club held last week was full of interest, due to the fact that there were three or more candidates for every office to be filled. J. Howard Schaefer received the largest number of votes for president and Harry Caufield, one of the presidential candidates, was chosen to fill the vice-presidential chair. Carl Johnson was re-elected treasurer for the fourth time and Oliver Forsythe and George Eno were elected, respectively, recording and financial secretaries. These officers will serve for the ensuing six months and F. B. Bruner, who was chosen run captain, will hold that position for one year. The club reading room was opened last week and the gymnasium, which is now being equipped, will be ready for use in a week or so.

MOTORCYCLISTS' NIGHT CENTURY

Two Chicagoans Make Strenuous Ride in Zero Weather—Ruts and Ridges Cause Frequent Trouble.

Although all the returns are not in it is safe to assume that of any of the midnight centuries that ushered in the new year none was more exacting that that made by Joseph DeSalvo and N. C. Anderson, two Chicago riders. One of the local automobile clubs started the new year with a century run and DeSalvo and Anderson, on their Excelsior motorcycles, went along with



JOSEPH DE SALVO AND N. C. ANDERSON

them, leaving the Windy City at one minute past midnight. Although the weather conditions in the east were all that could be desired on New Year's Eve, totally different conditions prevailed in Chicago and vicinity. The roads were badly cut up and frozen and the thermometer registered some degrees below zero. It was so cold, in fact, that DeSalvo and Anderson could not keep their lamps going, as the water in the generators froze even with the lamps in operation. DeSalvo ripped his tire on a razor-edge stone but replaced the tube and by a generous application of tire tape, renewed at frequent intervals, he managed to keep going. The combination of deep ruts and darkness also was responsible for three broken pedals before daylight arrived. They checked in at Chicago at 10:30, stopping at Aurora for breakfast and thawing out before proceeding to the Windy City. It would seem that any motorcyclist would have had sufficient riding to last several days, but after checking in at the club DeSalvo and Anderson took their "cordial" in the shape of another run to Pullman and return. As the 2:50 club scorchers left Chicago at 10 o'clock and De Salvo and Anderson did not get away until a half hour later, they did not, of course, see anything of the automobilists until they reached Pullman.

Empire Wheelmen Busy with Contests.

The Empire City Wheelmen of Brooklyn have had a busy time during the last two weeks. In the "cork championship", which was won by H. Brown with 16 points, Arthur E. Rhodes and L. Hoppe tied for second and third cups with 15 points each. The tie was decided on New Year's Day by a match race, which Rhodes won by about 2 lengths.

Following the Rhodes-Hoppe match a 10 miles handicap consolation for non-winners was held. John Esposito made good his handicap of two minutes, beating F. Mehrman, from the same mark, by a narrow margin. William Rhodes, from the five minutes mark, won third place. The time was 29:38.

On Sunday last, 3d inst., the club held its first handicap of the year. The handicapper was generous to some of the previous non-winners and Max Barnett, with three minutes, won the event, William Rhodes, with the same allotment, finishing second. Charles Frommeyer, a one-minute marker, was third. The scratch men—Ericson, Fisher and Brown—tried hard to close the gap but they could not quite do it, although only nine seconds separated them from Barnett at the finish of the race. The distance, five miles, was covered in 13 minutes 5 seconds.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

SAVANNAH PLANS A LONG RACE

Talk of Motorcycle Contest Covering 250 Miles—Proposed as Curtain Raiser for Stock Car Competition.

A long distance motorcycle race, which if it materializes, would be the first ever held in America, is being agitated in the South, according to reports from Savannah, Ga. If the stock touring car race is held next spring, it is proposed to hold as a curtain-raiser to this event a 250 miles motorcycle road race.

Although the details of the proposed contest have not been fully consummated it is stated that in event of the motorcycle race being held it will take place on the ideal 10-miles course over which the light touring car race was held in November.

According to the Savannah reports it is proposed to make the race an international affair with an entry fee that would amount to practically nothing, in order to attract a large list of competitors.

The contest would be started in much the same manner as automobile road races, except that instead of each machine starting at one minute intervals, the motorcycles would be started in bunches of eight or ten, one minute elapsing between the start of each bunch. As the road is wide this easily could be accomplished.

On the course used for the automobile race there are only four bad turns and these would be banked to permit rounding them at full speed.

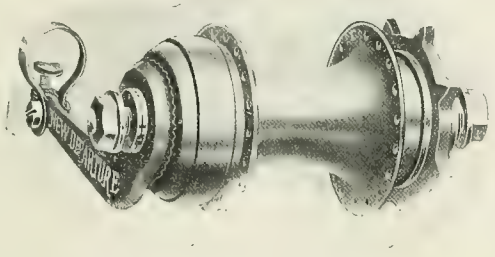
Whether the race will be held or not remains to be seen, but the matter has been broached to the Savannah Automobile Club and to prominent city officials of that metropolis. It is said that they have received the proposition very favorably and will discuss the matter at the next meeting of the executive committee of the automobile club.

Neck and Neck Race on Rollers.

The Brooklyn Wheelmen which, despite its name, is located in Baltimore, Md., and not in the New York suburb, held some home trainer races at Yokel's Park on Thursday last. The most exciting event was a mile race between W. H. Helfrich, of the Curbstone Wheelmen and C. Weber, of the Carrol Cyclers. They ran neck and neck until an inch within the finish, when Weber sprinted ahead. J. J. Weston of the Brooklyns, and Louis Lenning, of the Harlem Wheelmen, also had a mile match, the victory going to the latter. John Wills, of the Carrols, defeated Elmer Becker, of the promoting organization, in a mile match, while Litner, Harlem Wheelmen, trounced Collier, Curbstones, in a half mile heat. "Pop" Allard rode a half mile exhibition in 49 seconds. The time made in other events is not given.

NEW DEPARTURES

At Madison Square Garden Show, Space 556-B, Basement



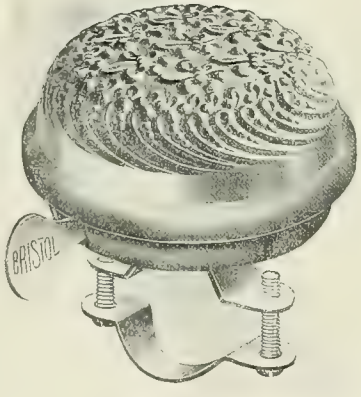
COASTER BRAKES FOR BICYCLES AND MOTORCYCLES

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FRONT HUBS FOR BICYCLES AND MOTORCYCLES

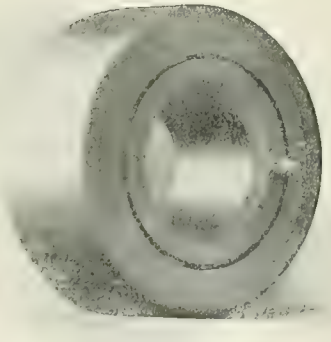
New Departure front hubs for bicycles and motorcycles are high grade in every detail of material, manufacture and finish. These hubs are used as regular equipment in numerous first class motorcycles.



BELLS FOR BICYCLES AND MOTORCYCLES

The 1909 line of New Departure bells for bicycles and motorcycles is very complete. Several new bells have been added, including the handsome Fleur-de-Lis rotary alarm bell shown here.

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New Departure "Two-in-One" Annular Ball Bearings are being used successfully in the bearing points of motors in motorcycles. The New Departure is the only bearing that is equally effective in taking loads from any angle. It is particularly adapted to motorcycle construction and is fully guaranteed.

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TRIO OF TRACKS FOR HEAGREN

Racing Situation in Utah Comes Under His Control—What It Means, Both for Riders and the Public.

Harry B. Heagren, who finds pleasure and profit in managing bicycle tracks as well as the poultry and fish business, will become the Pat Powers of Utah next season. Public announcement has not yet been made of the fact, but it was learned this week that Heagren has secured control of the three saucer tracks in Utah—the Salt Palace, the Saltair and the Glenwood, the last named being at Ogden.

The selection of Heagren to fill the position of manager of all three tracks will doubtless straighten out Utah's muddled racing affairs. The Salt Palace saucer always has been a paying proposition, but it is not a secret that it did not net the owners as much last season as the season before owing to the conflict with the Saltair saucer, situated about 14 miles from the city.

Utah sporting men agree that it was a mistake in the first place to build a second track so close to the original saucer, but now that it is up, and a great expenditure of money is involved in the property, naturally those financially interested do not wish to see it remain idle.

The only way the racing game can be made a profitable one in Salt Lake City next season is for the two tracks to combine in the matter of bonuses to riders. An agreement of this sort will mean less expenditure to each track, while a greater amount of racing men can be secured. Last season A. J. "Rocket" Clarke and Henri Mayer were engaged exclusively by the Saltair management and they were not allowed to ride upon any other track. This arrangement kept two good stars from the Salt Palace and the Ogden saucers and it hurt the attendance at both places.

Heagren realizes that it will take a great deal more money to secure crack riders this season than it did last. The reason is easily explained. With two tracks in the East, running three meets each week, and other tracks in prospect, a majority of the riders will find just as much money in the East as in Utah, and there is not one bicycle rider out of fifty but would not rather remain around New York than in Salt Lake City, if there is just as much money to be made in one place as the other. With the three Utah tracks under one management they will be able to offer bigger inducements to the riders than ever before and this fact may have gone a great way in securing a capable manager like Heagren for the Utah trio of saucers.

Just what Heagren intends to do he has not announced, but it is stated that the Salt Palace saucer will be reconstructed. The supports will remain standing, but reinforced, while the entire old surface will be torn up, and a new board surface substituted. It is intimated that efforts are being made to secure "Major" Taylor as one of the stellar attractions and that the Worcester negro has been offered a big bonus, larger than has ever been offered any other rider. This rumor has not been confirmed, however, and Taylor, who is a sphinx of no mean order, has said nothing concerning his plans. Kramer is assured for the Newark Velodrome, and it is likely that Macfarland and Clarke will remain in the East, though so far as is known, neither man has signed at the present time, and will not do so until they return from Europe. Iver Lawson probably will remain in Salt Lake City. It is certain that either the East or the West will have to import several European riders to make next season's racing successful.



Another bit of news that comes from Salt Lake City is to the effect that Norman C. Hopper, the popular little rider who was nearly killed while training behind a motor early last summer, has announced that he will get in the game again. Hopper's friends, however, are persuading him to give up the idea.

South Africans Ride American Bicycles.

Frank G. Carpenter, the noted traveler and correspondent, writes that South Africa is the land of the bicycle. Every town of Rhodesia and Central Africa which he visited has its bicycle riders. He saw women on bicycles in Kampala, above Victoria Nyanza; the government clerks use them in Niarobi, and they are to be seen eyerywhere in and about Zanzibar and Dar es Salaam. There are 3,000 bicycles in Kimberly, and several times that number in Johannesburg. Most of the machines are American, and sell for about the same prices as in the United States, with freight and duty added.

KANSAS CITY ON EDGE FOR RACING.

Success of Six Days Contest Assured, Says Promoter Chapman—How the Teams Will be Made Up.

That the Kansas City six days race to be held in Convention Hall, that city, during the week of February 1st to 6th, inclusive, will be the largest affair of the season with the exception of the New York grind, seems to be assured, judging by the interest that has been created in the city of stock yards.

In a letter to the Bicycling World this week, John M. Chapman, who has been in Kansas City for the last two weeks making arrangements for the meet, had this to say:

"The race held here last year seems to have whetted the appetites of Kansas City people for more racing. Now that they know that the field of riders that made last year's race is not to be compared to the bunch that will take part this year, their enthusiasm seems to know no bounds. We'll open with a meet on Saturday night, the 30th, and I am not exaggerating when I say that now, with more than three weeks to go, about half the reserved seats already have been sold. Interest in the six-days team race is proportionately keen."

As Chapman's letter only confirms what the Kansas City papers state, the success of the race already is assured.

The fact that Champion Frank L. Kramer will ride in the race is interesting the people in the western city more than anything else. For years they have heard of the champion's prowess and that he has been paired with James F. Moran, part winner of the New York six days race, makes a fact of additional interest.

Besides Kramer and Moran as a team Walter De Mara, the young San Franciscan who made such a sensation in the Gotham grind, will ride with Iver Lawson, who won the Kansas City race; E. F. Root and Joe Fogler, the "Little Old New York" team will be together. Among the other teams are Walter Bardgett, of Buffalo, and Worthington Longfellow Mitten, of Davenport, Iowa; Edward Rupprecht, of Newark, and Peter Drobach, of South Boston; Saxon Williams, of Buffalo, and J. T. Halligan, of Newark; Elmer J. Collins, of Lynn, and Hardy K. Downing, of San Jose; Fred Hill, of Watertown, Mass., and George Cameron, of New York City; Dave Mackay and Alfred Ashurst, both of Newark, N. J., and W. "Pedaler" Palmer and Gordon Walker, the Australian "kangaroos." This bunch probably will be augmented by a Kansas City team as there are several applications from that city. Last year's race contained only five teams that were capable of going through the six days, while in this year's affair ten good teams have been selected. The race will last eight hours each day, the regular six-day rules prevailing.

LUNDBORG LEADS MIDNIGHT RIDERS

Fast Time Made in Prospect Wheelmen's New Year's Eve Race—Thirty Start and Eighteen Cover the Course.

Arthur Lundborg, a member of the Idle Hour Club, won the third annual New Year's Eve race of the Prospect Wheelmen, covering the distance of 25 miles in the fast time of 1 hour 4 minutes. J. DeBruyn, of the Century Road Club of America, finished two lengths behind Lundborg and George Holzhauer, of the promoting organization, was close up for third place. Then came a lapse of three minutes before George Gunzer finished, with W. Aue trailing.

The third midnight race of the Prospect Wheelmen was more of a success than either of its forerunners, as 30 riders started from the clubhouse on 144th street, the Bronx. Eighteen covered the 25-miles course to City Island and return, a portion of which led over the Pelham parkway bicycle paths.

The race was without incident other than a few minor mishaps, as the roads were in fair condition for the time of the year. D. Dunn, of the Orpheum Club, had tire and saddle trouble but despite these setbacks he managed to finish, riding on the pedals. Just after he had finished the race, Frank Aue went inside the clubhouse for a massage, leaving his bicycle on the outside. When he came out it had disappeared. Here is the way the riders finished and their times:

1,	A. Lundborg, Idle Hour	1:04:00
2,	J. DeBruyn, C. R. C. of A.	1:04:00⅗
3,	George Holzhauer, Prospect	1:05:00
4,	George Gunzer, Orpheum	1:08:00
5,	W. Aue, Idle Hour	1:08:04
6,	F. Mosher, Metropolis	1:12:00
7,	G. Askey, Williamsbridge	1:13:00
8,	N. Means, Royal	1:16:00
9,	Charles Martin, Tiger	1:19:00
10,	J. Mason, Prospect	1:21:00
11,	L. McAvoy, Englewood	1:25:00
12,	W. Bader, Prospect	1:25:00⅗
13,	W. Steiner, Metropolis	1:27:00
14,	D. Dunn, Orpheum	1:29:00
15,	B. Berger, Prospect	1:39:00
16,	F. Murray, Prospect	1:39:00⅗
17,	F. Aue, Idle Hour	1:40:00
18,	F. Saccenti, Unattached	1:42:00

Hawkins Wins C. R. C. A. Midnight Race.

John B. Hawkins captured the annual New Year's eve midnight race from Bedford Rest to Valley Stream, Long Island, covering the distance of 18 miles in 52 minutes. The race was closed to members of the Eastern Division, Century Road Club Association, and Hawkins won the silver loving cup that was offered.

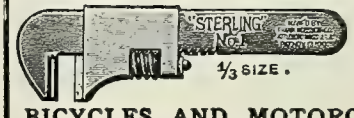
Eleven riders started and of that number six arrived at Valley Stream, the finish being in front of West's hotel. There were sufficient consolation prizes to be divided among the survivors, the most expensive being a bottle of wine. Segal, the second man in, does not drink so he traded the wine for a lemon pie, won by another finisher. The order of finish was:

1,	J. B. Hawkins	52:00
2,	Sylvain Segal	53:00
3,	E. Sheuber	53:30
4,	J. Mitchell	54:00
5,	M. S. Walters	55:00
6,	P. Wollenschlager	57:00

Segal First in Century Mileage.

Although the complete returns are not yet in, for the reason that the riders are allowed until January 10 to file their century and mileage reports, it already is known that Sylvain Segal of New York City has won the 1908 century-mileage competition conducted by the Century Road Club Association. Nicholas Kind, also of New New York, is second and J. E. Fee, Springfield, Mass., third. Two Brooklyn riders—J. A. Olsen and E. O. States—finished, respectively, fourth and fifth. As some doubt exists as to the standing of the other riders no mileage figures have been announced.

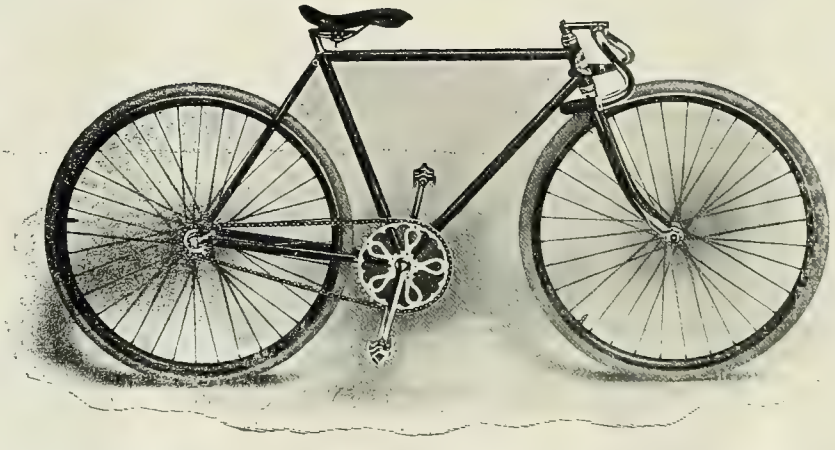
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HITS AT DEEP BREATHING SYSTEM

Tuberculosis Authority Tells Why It is of Small Service — Inferentially Recommends Exercise of Legs.

Bicycle riders should never be troubled with tuberculosis, according to a statement made by Dr. Woods Hutchinson, the New York City expert, who has made a long study of the ways and means to prevent the dread disease. Dr. Hutchinson did not say so in exactly that many words, but he did say that the best way of developing the chest muscles is to develop those of the legs because they form the largest mass of muscular tissue.

Dr. Hutchinson took a fall out of the man with abnormal development above the waist line and below the chin; he is a prodigy of tricky training and unnecessary specialization. He characterizes the man who believes in deep breathing an eccentric person, and that deep breathing is not a barrier to tuberculosis, as some Chicago authorities recently asserted. Dr. Hutchinson's ideas of these persons are well worth perusal by any person:

"Healthy lungs depend upon the quality and not the quantity of air they get," said Dr. Hutchinson. "'Breathing is one of the few vital reactions we can place on a precise chemical basis. The breathing 'push button' is in the center of the medulla oblongate—the continuation of the spinal column within the cranium—and is directly affected by the amount of carbon deoxide in the blood. When the latter reaches a certain percentage or tension, breathing is quickened automatically.

"It is not necessary to increase the lung power to increase the general vital power. It works just the other way. The only way to develop the lungs is to develop the muscles in the open air. The best chest developing muscles of the body are those in the legs, because they form the largest mass of muscular tissue.

"The blood uses just as much oxygen as it needs, and any excess that may be introduced into the lungs by deep breathing is only wasted. That is why the use of oxygen in medicine has been a failure.

"Of course, if a man sits crouched over a desk or sucking a pipe all day he finds relief in getting out of doors and taking a succession of long breaths. But that individual who only goes to the door and breathes hard for several minutes, would benefit himself a great deal more if he took a five minutes' brisk walk and breathed naturally.

"The men you see going around town with abnormal chests—the result of gymnasium work—are not as well fortified against lung disease as the men who keep their leg muscles in shape in the open air.

"I do not mean that a man must be a Marathon runner to develop the best resistance against tuberculosis. The average length of life among athletes who expend a great deal of physical power in one direction is low. But the man who walks in the open air considerably at a smart pace has from 10 to 25 per cent. more resistance against disease than the man with the pouter pigeon chest that has been developed indoors. Gymnasium work has a place, but a very small place in the development of the human body.

"The extraordinary athlete of to-day, like the genius, is unbalanced. He is a muscular freak—the victim of too much work along one line that has made him lop-sided. Individualism should give way to team work in all our athletics. Co-operative methods in sport are calculated to develop the weakest member instead of any aggregation.

"All around development among the well and a general building up of the sick is what we want, and that is why in tuberculosis camps throughout the country, during the active stages of the disease, breathing exercises are being discouraged.

"In both tuberculosis and pneumonia the victims do not die from lack of breath. The heart gives out, and so we say they die by heart instead of by lung."

Italy Modifies Instalment Race Idea.

Milan, which is in Italy, has acquired the Tom Eck-Jack Prince habit of promoting bicycle races on the instalment plan. At the Porta Ticinese track a 24 hours team race, six hours a day, will take place March 19, 21, 23 and 25. The Italian promoters, however, go Prince & Eck one better, for the American promotors at least have made the racing on successive days, while their Latin brothers allow one day to lapse between each instalment of six hours. The prizes are $400 to the winning team, and $240, $200, $140, $100, etc., respectively for the other finishers.

Dunkirk Club Revives with New Officers.

After several years of inactivity the members of the Dunkirk (N. Y.) Cycle Club got together last week, elected a new set of directors and officers and formulated plans to make the season a lively one by promoting races and club runs. The following officers and directors were elected: President, John Duncan; recording secretary, R. Schafer; financial secretary, Rollin Knight; treasurer, Henry Schafer; directors, the officers, Philip Gerber, Fred Vorgang, Charles Schafer, John Agnew and Joseph Walter.

Talking of a Track in Chicago.

According to Chicago advices the motorcycle dealers of that city are considering the proposition of erecting a three lap motorcycle saucer track somewhere on the South Side during March or April. While no definite announcement has been made, it is said that dealers are inspecting several prospective sites, and that if erected, the first meet will take place on May 30th. As Jack Prince passed through Chicago on his way to the Pacific coast it is more than likely that he has a finger in the pie.

AMUSING "BULL" IN BAY STATE LAW

Knowledge of Extraordinary Intoxication Required of Motorcyclists—Clause that Has Caused the Laughter.

An amusing defense against any charge of reckless driving might be set up in Massachusetts by appealing to a strict interpretation of the following provision in the automobile law of that State:

"Whoever operates an automobile or a motorcycle on any public or private way laid out under authority of law recklessly or while under the influence of liquor, or so as to endanger the lives or safety of the public, or without reasonable excuse therefor goes away without stopping or making himself known after causing an injury to any person or property, shall be punished by a fine not exceeding $100 or by imprisonment for a term not exceeding six months."

Under the letter of this law it would be up to the prosecution to prove that the public way or private way upon which the alleged offense was committed had been "laid out under authority of law recklessly and while under the influence of liquor." There is no other interpretation, if the rules of syntax are applied, and the ludicrousness of the language becomes the greater when it is taken into consideration that it suggests the possibility of the road itself being under the influence of liquor.

It has been pointed out that the omission of a comma after the word "law" is responsible for this glaring absurdity in the Massachusetts enactment, but at best it is a clumsily constructed piece of verbiage. Of course its interpretation in a court of justice would be in accordance with the "spirit" of the law, which would be more clearly expressed by providing that, "Whoever recklessly or while under the influence of liquor, or so as to endanger the lives or safety of the public, operate an automobile or a motorcycle on any public way or private way laid out under authority of law," etc.

The Massachusetts law is, however, so full of un-American provisions that this amusing grammatical error is of no moment.

Six Hours Motorcycle Record Broken.

O. C. Godfrey, riding a 5 horsepower twin Rex, broke the world's 6 hours motorcycle record at the Canning Town track, London, December 22nd. The old record stood at 244 miles 1,650 yards, and was held by H. Martin. Godfrey surpassed this mark easily, covering 268 miles 285 yards, breaking all the records from 101 miles upwards. Godfrey's distances by hours were as follows: 1 hour, 46 miles 800 yards; 2 hours, 93 miles 1,200 yards; 3 hours, 130 miles 320 yards; 4 hours, 186 miles 1,300 yards; 5 hours, 228 miles, 1,600 yards; 6 hours, 268 miles 285 yards.

CORRESPONDENCE

Who Can Solve the British Riddle?

Editor of the Bicycling World:

I do not want to be inquisitive, but there is just one question that I would like to ask, regarding a subject which is of at least a little interest to a great many American sportsmen.

Of course, it has been definitely and conclusively proven that all Americans are a set of uncivilized and illiterate sportsmen; they are ignoramuses in every sense of the word (according to the views taken by the "only sportsmen in the world," our English cousins).

As we are such an uneducated lot, it must necessarily follow that the only persons qualified to answer this, or any other question, are our big-headed, brainy friends in "dear ol' London" and thereabouts. But to come to the question.

All over the world (excepting England) a professional motorcyclist, bicyclist or any other athlete is one, as the old rule goes, who competes for cash, or sells a prize, etc.

Now if a person who can do these things across the big splash is considered a simon pure, will some one kindly inform us what a rider must do to qualify for the professional class—or have they no such class in that country?

Then when they come to a third or "trade riders" class—good gracious! if there is only one class used in England, that of amateurs (the term professional going to waste), what in the name of goodness do they want with a trade riders class or a division of any sort?

I do not want to cause any of my American brothers to think (we have no right to think, anyway), but can any of them figure out this thing? It is more than I can do; but then, I'm an American.

HOWDOTHEYFIGUREIT.

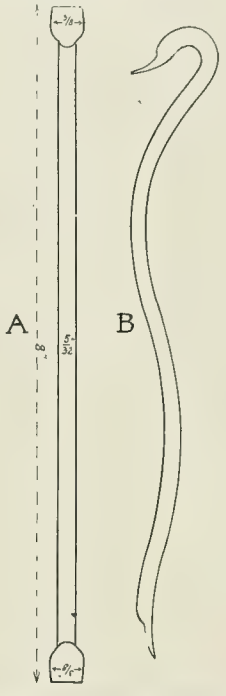
Tools that Will Help Motorcyclists.

Editor of the Bicycling World:

Of late I have noticed in your valuable paper a good many hints and wrinkles. And as a subscriber and F. A. M. member thought that I would tell the boys what a handy little tool I have made as in Drawings A and B. It is a tool for scraping the carbon off pistons; it can be used to great advantage on Hedstrom and Thor motors.

The object is to scrape pistons without removing explosion head or dissembling the motor in any way. All that is required is to remove dome and inlet valve, turn engine over till piston comes up to its highest position, which can be seen through exhaust chamber. Then insert tool at the straight end and scrape top of piston by scraping from you. This only scrapes half of the piston but after that is done reverse the scraper to the hooked end and insert in cylinder and scrape toward you, going from side to side so as to cover the entire piston head, which with a few trials will prove easy and effective.

It is better to scrape the piston dry because the dust does not stick and can be easily blown out by a small tube held in the mouth. I have used this tool for two years and found it to be invaluable as a time-saver, as it is only a matter of 15 to 20

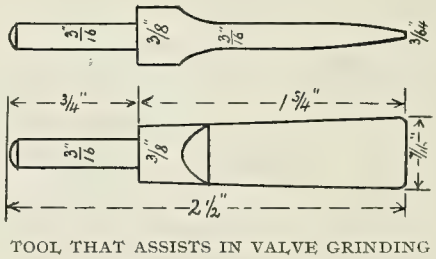


TOOL FOR SCRAPING PISTON TOPS

minutes and your engine is fresh as when it left the factory.

Motorcyclists will find that if they keep their pistons clean back firing and lots of funny things will disappear. Anybody can make this tool by getting a piece of 5-32 drill rod or stub steel 8 in. long and forging the ends flat, same as drawing B; also level ends to give it a cutting edge. After that bend to exact shape of drawing A, as this is the right curve to get at the piston and have room to work. The flat ends should be tempered a spring temper.

The other drawing is that of a screw-



TOOL THAT ASSISTS IN VALVE GRINDING

driver for holding in a small hand drill for grinding exhaust valves and inlet valves. To operate this tool grasp shank in chuck and place in slot of exhaust valve and grind as usual. This is a great improvement over the hand screwdriver grinding. Inlet can be ground by grasping stem of inlet valve in chuck and pulling valve seat from you. This is a little unhandy at first but after the process is once learned the convenience and the time saved soon will prove well worth while.

A hand drill is a very convenient thing around a motorcycle in more ways than one and can be had at small cost.

L. E. ELDRIDGE, F. A. M., 1009.

The Lubrication of the Chain.

Editor of the Bicycling World:

In last week's issue of the Bicycling World you were kind enough to answer some questions which I thank you very much for; but in my first question, "Is graphite and vaselene a good mixture for the chain", I should have added, "If not, what is"; "Or, what is the best lubricant". If it is not asking too much of you, I would ask that you answer just this once more, as I want to keep my chain as well as the other parts of my wheel in as good a condition as possible.

WILLIAM L. JOHNSTON.

[Graphite paste or 3-in-One, Nye's or any other good oil will serve the purpose. The chief thing to be borne in mind is that the links, i. e., the working joints, require lubrication. Therefore do not merely smear the surface of the chain but see that the oil gets into the links.]

Queries for the F. A. M. Officials.

Editor of the Bicycling World:

1. Can you give me any information as to what is to be done at this session of the Pennsylvania Legislature by the motorcycle interests regarding the repeal of the opinion of Attorney General taxing motorcycles $3? 2. Has the F. A. M. Logbook been issued yet?

A. I. M. SHEEDER.

[1. The F. A. M. officials should be able to inform you. 2. No.]

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau street, New York.

COMING EVENTS

January 16, Buffalo, N. Y.—Bicycle races and athletic games at 74th Regiment Armory; open.

January 16-23, New York City—Motorcycle section, Association Licensed Automobile Manufacturers' show in Madison Square Garden.

February 1-6, Kansas City, Mo.—Second annual eight hours six days race.

February 6-13, Chicago, Ill.—Motorcycle section, National Association Automobile Manufacturers' show in Coliseum.

March 6-13, Boston, Mass.—Motorcycle section, Boston Automobile Dealers' Association's show in Mechanics Building.



IVER JOHNSON TRUSS BRIDGE BICYCLE

Dealers Everywhere

find the Iver Johnson Truss Bridge frame a tremendous selling argument.

It means long life to the bicycle. A rigid frame preserves perfect alignments of all running parts. Saves wear and tear. Makes an easy running machine.

Pacific Coast Distributors:
BAKER & HAMILTON,
San Francisco, Cal.

Southern Selling Agents:
HENRY KEIDEL & CO.,
Baltimore, Md.

Send for 1909 Catalogue. It illustrates all the new Iver Johnson models and explains how in all details of structure the Iver Johnson Bicycle is far ahead of any other wheel on the market. Send for catalogue to-day.

Iver Johnson's Arms & Cycle Works

Factory and General Sales Office:
360 River St., Fitchburg, Mass.

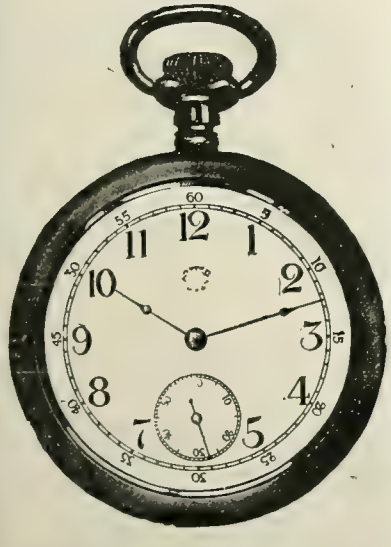
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99 Chambers St.

IVER JOHNSON TRUSS BRIDGE TRADE MARK Trust the Truss TRUSS BRIDGE BICYCLE

IVER JOHNSON

FREE—GOLD WATCH

Elegant, Accurate, Reliable



Order your Spring supply of Neverleak now and get this accurate, reliable, 10-year guaranteed, solid gold filled watch, absolutely free. It is a number 12 size, very latest thin model, has a fine 7 jewel American movement and is stem winding and stem setting.

One certificate is enclosed with each dozen 4-ounce tubes of Neverleak. Thirty-six certificates will entitle you to the Watch. Send certificates direct to

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For Comfort's Sake

The Solar Acetylene Gas Lamp is a necessity to every bicycle or motorcycle owner who rides at night.

Will Burn 5 Hours

and any amount of jarring on the worst roads cannot extinguish it.

The experienced justly claim it to be the best and only practicable bicycle lamp.



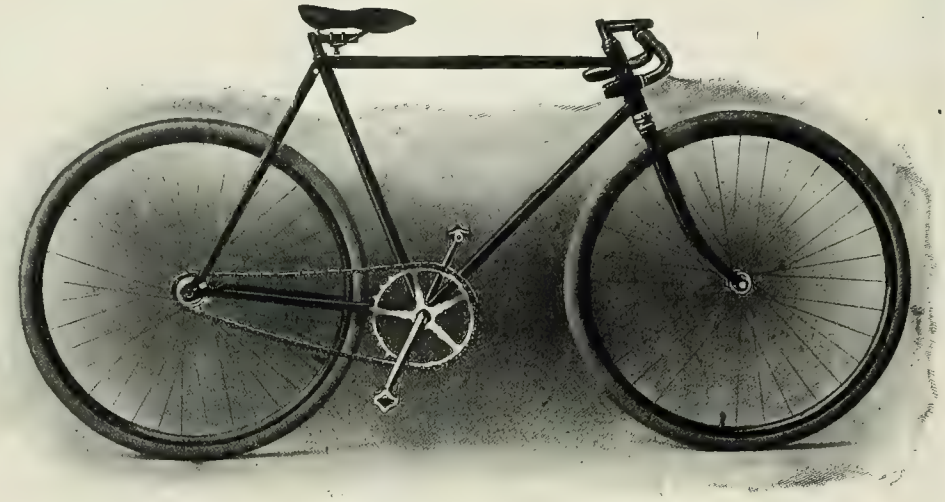
Badger Brass Mfg. Company

Two Factories.

KENOSHA
Wisconsin

NEW YORK CITY
433 Eleventh Avenue

Don't Stand In Your Own Light



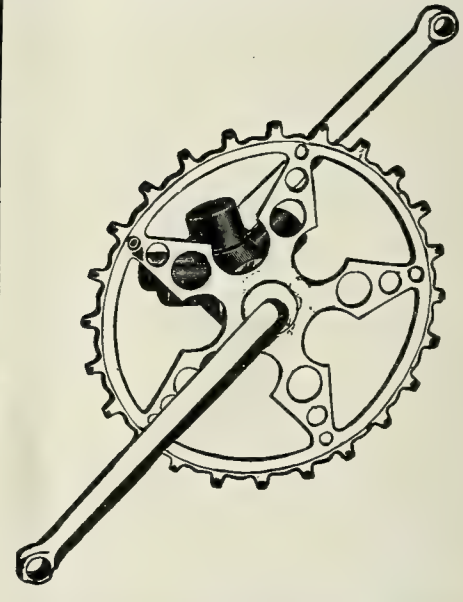
WHEN you see an opportunity, grasp it. Don't permit yourself to be "anchored." The man who stands still never will advance. In our agency proposition, we offer an opportunity for every bicycle dealer—an opportunity to advance and to make money while advancing. Will you afford us a chance to submit it to you?

Great Western Mfg. Company, Laporte, Ind.

THE HISTORY OF THE FAUBER CRANK HANGER

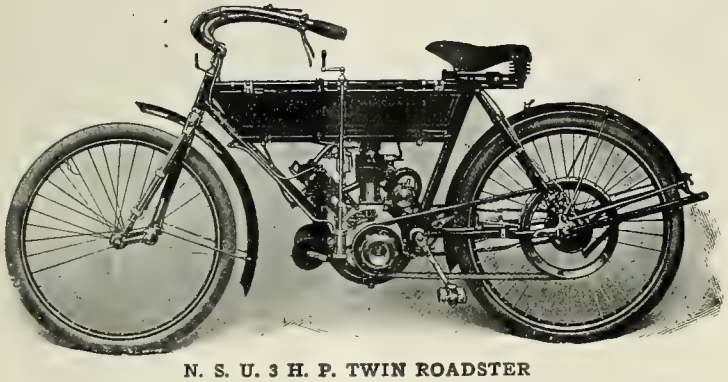
IS A HISTORY OF THE SURVIVAL OF THE FITTEST.

It is the only notable fitment that has survived all of the ups and downs of cycling. It would not have survived were it not the fittest. It is better than ever it was and accomplishes its far reaching purposes—to improve the quality and quicken the sale of bicycles. Why not insist that it be a part of your bicycle? Specify it and you will get it.



GREAT WESTERN MFG. COMPANY, Laporte, Ind.

A "DON'T WORRY" Motorcycle



N. S. U. 3 H. P. TWIN ROADSTER

NATURALLY IT'S AN

NSU

AS usual our 1909 line is the most complete and refined lot of motorcycles ever placed on the market. As proved by the manufacturers who copy our ideas and lines, we are years ahead of the most up-to-date motorcycles.

Our Progress Incomparable

We have proved to be always foremost in the introduction of any new feature which contributes to greater mechanical efficiency and general utility. The 1909 N. S. U.'s will be found to embody improvements which cannot fail to interest every existing or intending motorcyclist.

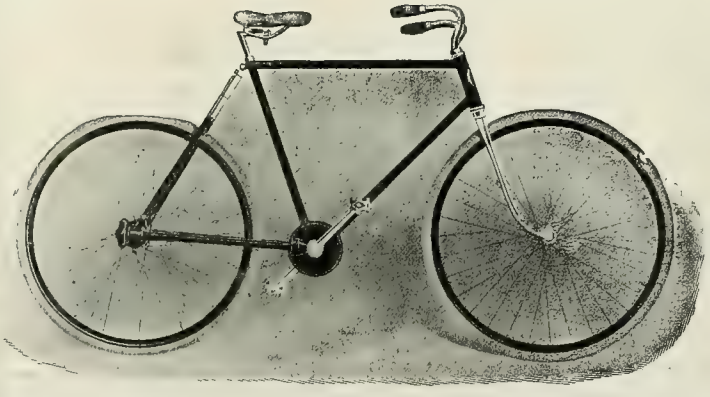
SEE US AT MADISON SQUARE GARDEN, SPACE 533, JANUARY 16TH TO 23D.

N. S. U. MOTOR COMPANY, 206 W. 76th Street, **New York City**

WE ORIGINATE, OTHERS COPY, BUT THEY NEVER CAN EQUAL.

Start Right for 1909—Represent Pierce Goods

BICYCLES—VIBRATIONLESS MOTORCYCLES



An opportunity to invest money profitably is not a part of every New Year's Greetings. **We, however, offer you a** rare chance to make good profits by handling Pierce Bicycles, and, if you order at once, the 4-cylinder (VIBRATIONLESS) Motorcycle. Pierce goods are always in POPULAR DEMAND and that's why Pierce **AGENTS ARE ALWAYS PROSPEROUS.**

THE PIERCE CYCLE COMPANY, Buffalo, N. Y. □ DENVER OAKLAND

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What the Word ARMAC Stands For to the Prospective Agent or Purchaser.

1—It stands for square treatment of both new rider and old.
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Don't you think that those are good reasons why you should investigate our proposition for agents and riders?



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Armac Motor Co.
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Known by all cyclists, it should be known by

All Motorcyclists

It's the best lubricant for bearings and working joints obtainable anywhere in the whole wide world. Non-heating and never gums or dries out.



I used 3-in-One on high speed electric motors (running 2,800 revolutions a minute) and the bearings were not even warm. OSCAR T. D. BRANDT, Electrician, U. S. S. Newport, Annapolis, Md.

3-in-One Oil Company
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HIGH GRADE

wheels must have the best equipments

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MORSE TWIN ROLLER CHAIN



NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING

The only chain having FRICTIONLESS ROCKER JOINTS. Insist on having the Morse Twin Roller. Fits regular sprockets.

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FRENCH MICA PLUG

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Constructed from Amber Mica with Platinum Composition Points that insure positive spark.

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"FASTEST MOTOR IN THE WORLD"

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PEUGEOT FRERES
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¶"The A B C of Electricity" will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c. The Bicycling World Co., 154 Nassau St., New York

1909 Model
Now Ready

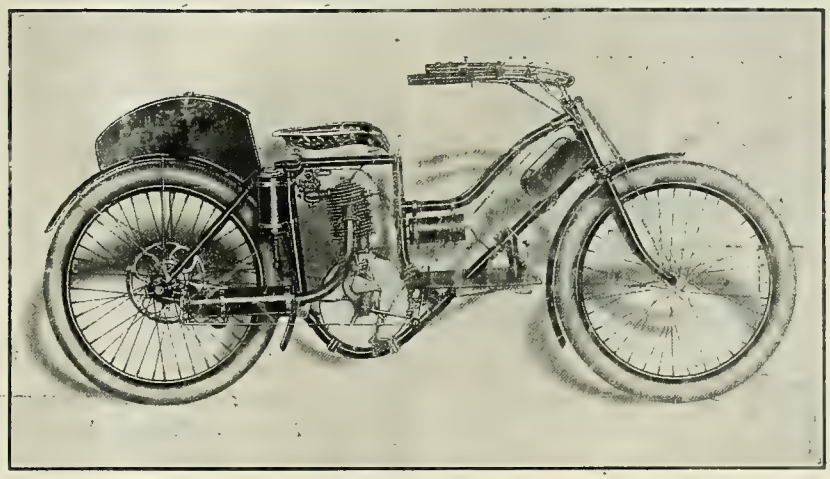
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Motor started by a crank
Foot Board
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Good Features

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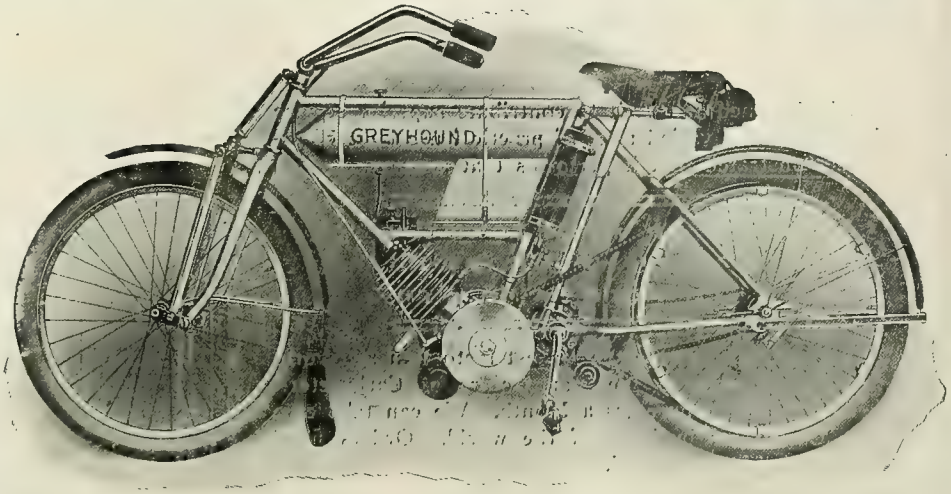
Patent Pending.

Notice To Dealers: MR. DEALER, it would pay you to investigate our proposition. Some desirable territory open. Write at once for full particulars.

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The Greyhound Leads the Pack!

Strong, Simple, Speedy and Mechanically Right



ALL roads are alike to the *Greyhound!* With our 2½" tires, perfect spring fork and the *Greyhound Shock Absorber* (patented) you can take cobblestone pavements at *any* speed *without* discomfort, at the same time sacrificing *nothing* on smooth going.

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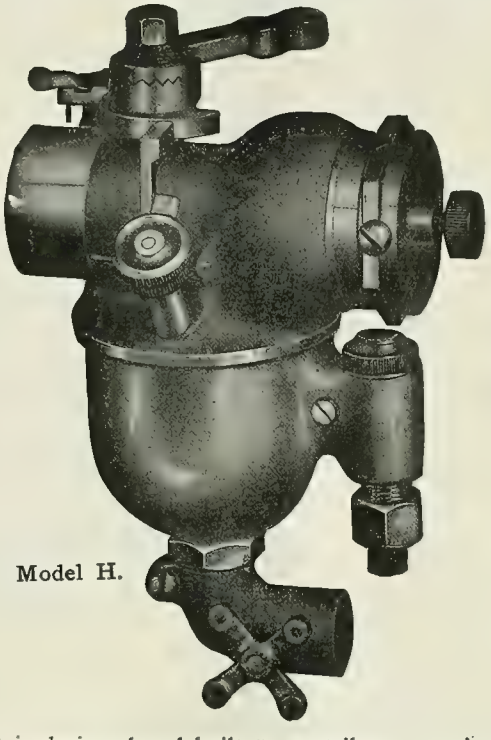
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At the New York Show, Madison Square Garden, Space 545.

Any Motorcyclist or Motorcycle Manufacturer

who desires to improve the running of his machine has but to equip it with a

Schebler Carburetter



Model H.

It is designed and built to contribute superior service and the long and varied tests of practical use have effectively demonstrated that it performs that mission.

The whole world kows the Schebler. For it is built on the world-wide plan.

We own and operate the largest factory in the world devoted exclusively to the manufacture of Carbureters. Capacity 20,000 Carbureters a Month. We can take care of the Carbureter business of the world. Orders filled same day they are received.

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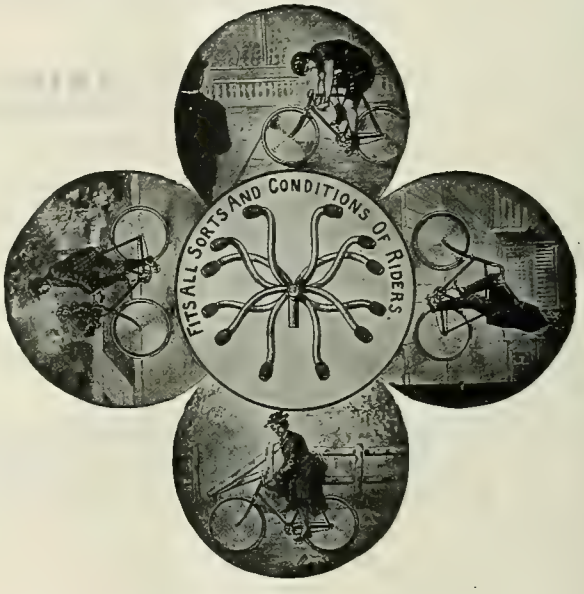
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that affords comfort to all ages, sizes and conditions of mankind—

The Kelly Adjustable

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and renders pleasure possible no matter what may be the pace or the road conditions. The Kelly Bar fitted to any bicycle adds a strong selling point.

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KELLY HANDLE BAR CO.

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More Than 300 Agents Are Making a Big Thing on Popular Goodyear Pathfinder Tires this Season. Are You the Live Wire of Your Town?

Goodyear Pathfinder Tires soon get the tire trade wherever they are offered. Nothing has ever been made for the bicycle before that stands up against all kinds of wear, and gives the rider such comfort and ease, at such a moderate price.

The Denver Rubber Tire Works, writing us to rush an order, says:

"The dry climate of Denver is extremely hard on rubber. During the three years we have been dealing in tires here we have handled nearly every brand on the market, and have had but poor success excepting with the very highest grades and some very costly specially made tires.

"Since selling the 'Pathfinder' we have had no trouble whatever. We find it less susceptible to surface checking than our most expensive tires, and for general wear and hard service it is the most durable tire we have yet sold."

Goodyear Pathfinder Tires are made of gum as nearly pure as possible in a bicycle tire which will vulcanize properly.

The fabric is Egyptian of special close weave, which, while very pliable, is of great strength. The Pathfinder Tire's cover is so strong that it outlasts any other made. Yet it yields and springs in your hands. That means resiliency—easy riding—comfort as well as durability.

The reinforcing strip is made of toughened rubber—prepared by our own patented process—which preserves the resiliency while giving the most stubborn resistance to wear.

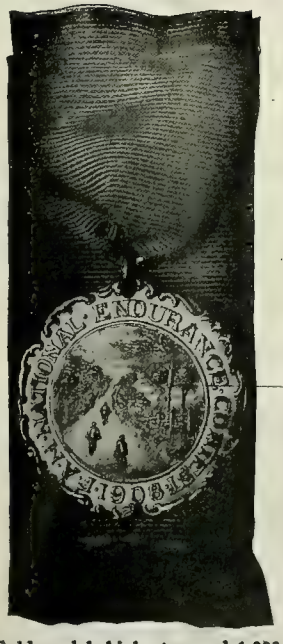
The rim side of the Pathfinder is pebbled so as to give the rim cement a tight grip and thus prevent creeping.

Many bicycle tires cannot be repaired. The end is in sight when they begin to break. But you can repair Goodyear Tires. This is another feature that makes them exceedingly popular.

No wonder our special Pathfinder Tire proposition is making money for agents. If we are not represented in your town this is a chance for you.

Write us today. Ask for a sample section of the Pathfinder and see for yourself what it is. The Pathfinder is made in sizes 28x1¼, 28x1⅜, 28x1½, 28x1⅝. Address

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Gold medal, highest award 1,000 points, won by a Curtiss Double Cylinder Motorcycle in both trade and private owner's classes of 1908 F. A. M. Endurance Run.

Stop and Think What CURTISS ROLLER BEARINGS Mean

No More Worn Bushings
30 per cent. Less Friction
GREATER POWER

Add to this:

That long wheel base.
That trussed frame construction.
That V belt transmission.
And engines of greatest power and speed.

Makes an ideal outfit, doesn't it?

If you knew all about them you'd order one today.

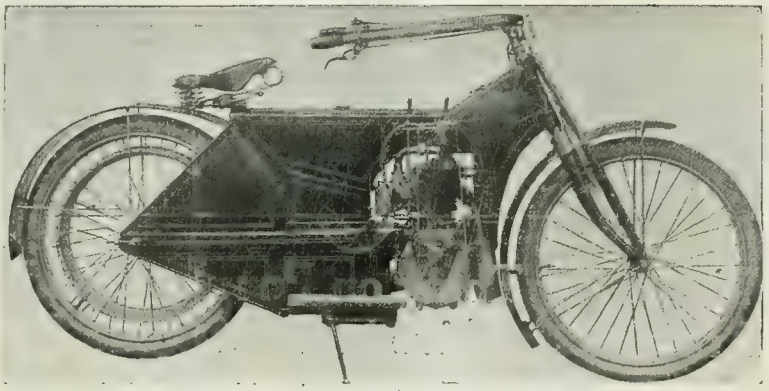
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Manufacturers World's Record Motorcycles

MERKEL LIGHT MOTORCYCLES

POTTSTOWN, PA.

Merkel-Light Motor Co.



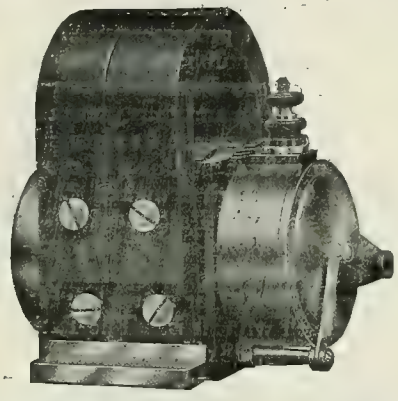
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The Most Comfortable Motorcycle Ever Produced —Built Like a Car

Send for Catalogue and Agents' Proposition.

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Sole Licensees and Manufacturers.



The UNTERBERG & HELMLE MOTORCYCLE MAGNETO

is both small and light. But lightness and compactness have not been the only things aimed at. Durability and regularity of working are more vital than a few spare ounces. Durability and regularity are the distinguishing features of the "U. & H."

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Mechanics Building, Boston, March 6th to 13th

WILL BE THE LARGEST AND MOST COMPLETE EXHIBIT OF ITS KIND EVER HELD

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EMPIRE AUTOMOBILE TIRE COMPANY, - TRENTON, N. J.

BRANCHES—Newark, 264 Halsey St.; Detroit, 842 Woodward Ave.; Boston, 292 Devonshire St.; Chicago, 20 La Salle St., 1301 Michigan Ave.; New York, 73d St. & Broadway; 148 Chambers St. AGENCIES—Pittsburg, Consumers' Auto Supply Co.; Kansas City, Mo., Empire Tire & Rubber Co.; Atlanta, Ga., Dunham Rubber Co.; Cleveland, O., Motor Supply Agency Co.; Norfolk, Va., Wm. H. Grover; Denver, Denver Auto Goods Co.; Jacksonville, Fla., Savell Rubber Co.; Philadelphia, Penn Auto Supply Co.; Los Angeles, Cal., Pacific Elec. Wks.; Buffalo, N. Y., Empire Sales Co.; Minneapolis, Empire Tire & Rubber Co.; Savannah, Ga., Harris Tire Co.; New Orleans, La., H. A. Testard.

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Will back up with genuine good quality all the good things you can possibly say about them

When you recommend a certain tire or spark plug or carburetor to a customer, your reputation as far as that man is concerned hangs on the performance of the article in question.

Do you want your reputation to depend on Morgan & Wright tires which have been made for over a year by the wrapped and shaped method of construction and have been thoroughly tried out in the hardest kind of service with uniformly satisfactory results, or will you pin your faith in an experiment?

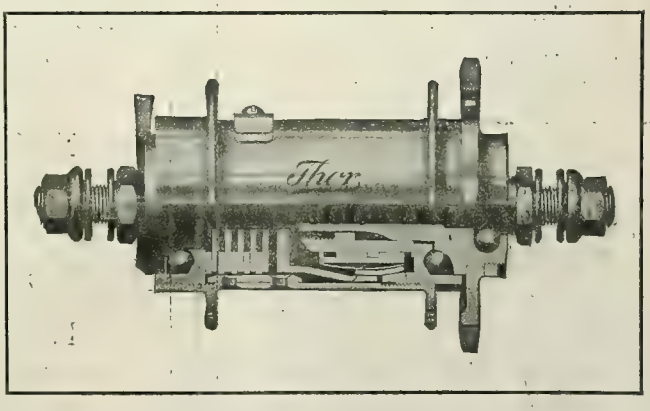
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MORGAN & WRIGHT, Detroit

DON'T WORRY! You are safe when you use

Thor Coaster Brakes

Ask the man who uses one. He knows. He will tell you IT'S the ONLY BRAKE TO USE.



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10 cents per line; 15 cents per line if in capital letters. Cash with order.

WANTED—A first-class motorcycle repairman; one who can repair any machine; state experience and give references in reply. SELLERS-BERRY CO., 1207 McGee St., Kansas City, Mo.

FOR SALE—Second hand motorcycles, accessories and attachments for the bicycle. Every motorcyclist should get our bargain lists. MOTORCYCLE SUPPLY CO., Hammondsport, N. Y.

HAVE your motorcycle attended to during winter months. My prices are right and my work is beyond the experimental stage. Enameling any color. Everything in stock for both "The Man" and "The Motor." B. A. SWENSON, Providence, R. I.

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MOTORCYCLES—All makes second hand, from $60 up; agents for Merkel, Armac and Crouch. We buy for cash and sell for cash. E. J. WILLIS CO., 8 Park Place, New York City.

WE can supply all parts of the Orient bicycle and tandems. THE HUB CYCLE CO., 285 Hanover St., Boston, Mass.

SPOT cash paid for second hand motorcycles; we want 100. E. J. WILLIS CO., 8 Park Place, New York City.

FOR SALE—1905 Indian, clincher tires, double grip, $50; 1906 Indian, 2¼-inch G & J clincher tires, all improvements, $100; 1907 Indian, twin cylinder, in fine running order, $150; 1907 Yale, new, shop worn, 2 H. P., 2¼ G & J tires, $135; 1907 Marsh, 26-inch wheels, in good order, $100; 3 H. P. R-S tandem, combination for lady or gentleman, $175; Indian van attachment, shop worn; for delivery purposes, $100. F. A. BAKER & CO., 37 Warren St., New York.

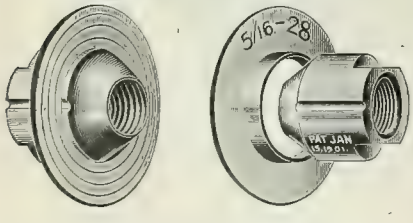
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HURCK MOTOR & CYCLE CO.
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for bicycles and motorcycles are listed in

OUR 1909 CATALOGUE.



Send for copy. It will interest you.

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Pfanstiehl Motorcycle Coils

Are Guaranteed for 5 Years.

The only indestructible coil made. To insure success, equip with the Pfanstiehl. Ask the winners. Address Dept. B.

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NORTH CHICAGO, ILL.

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Ever try them ? If not, why not



All Dealers.

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ESTABLISHED 1844

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TRADE MARK REGISTERED APRIL 30, 1895.

The Standard American Valves for Automobile, Bicycle & Vehicle tires

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Duckworth Chains

are the most satisfying chains ever applied to Bicycles or Motorcycles

DUCKWORTH CHAIN & MFG. COMPANY
Springfield, Mass.

Genesee Pedals Frame Sets

Also All Metal Parts for Bicycle Construction

JOHN R. KEIM MILLS, (Inc.) Buffalo, N.Y.



The Charm of Good Service is always present with the use of a

SPLITDORF Motorcycle Plug

C. F. SPLITDORF,
261 Walton Ave., New York.

Troxel Saddles

New Models

FOR BICYCLES AND MOTORCYCLES.
Now Ready

Write for quotations.

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JOBBERS

BUY—Nuts, Bolts, Screws, Adjusting Cones, Cups, Brass Plugs, Pump Connections, Pump Hose, Saddle Clamps, Head Brackets, etc., etc., of

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99 Chambers St., NEW YORK CITY.

TO THE LIVE MAN

interested in cycling or motorcycling who realizes the value of keeping informed about all that concerns it this blank is hint enough:

THE BICYCLING WORLD COMPANY
154 NASSAU STREET, NEW YORK

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THE BICYCLING WORLD AND MOTORCYCLE REVIEW

for one year, commencing with the issue of_____

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ENDS TROUBLE TRADE PERMANIT MARK GIVES COMFORT

Tire Troubles? USE PERMANIT

For particulars write or send 53 cents for a sample carton which is sufficient for a bicycle tire.

THE ADOLF KARL COMPANY,
237-9 Washington St. Newark, N. J.
Will exhibit at Madison Square Garden Show.

We are now ready to quote prices and deliver samples of the

1909 Hudson, Lenawee, Atlanta and New England Bicycles.

Write us.

J. W. GRADY & CO., Worcester, Mass.

F. W. ANDERSON
147 Hudson Ave., ALBANY, N. Y.
Motorcycle and Bicycle Supplies
AGENCY FOR THE INDIAN
F. A. M. Official First-Class Repair Shop.
Touring motorcyclists are invited to drop in.

Special Stampings
FROM
SHEET METAL
THE CROSBY CO., Buffalo, N. Y.



It's foolish to pay more for a spark plug when you can get a plug so good as the "Vulcan" STA-RITE for $1.25. Made with outer cap. Inner tube never exposed. Can't crack. THE R. E. HARDY CO., 25 W. 42d St., New York.



IDEAL PLATING CO.
Marlboro, Mass.



20th Century
OIL AND GAS
BI AND MOTOR CYCLE
Contained and Separate Generator LAMPS
"BABY GRAND" *Motor* Boat Car and Cycle Searchlights
Consult 20th Century Catalogues
AUTOMOBILE LAMPS
20th CENTURY MFG. CO., 19 Warren St., N. Y.

Who would think of building Bicycles, Coaster Brakes, Lawn Mowers, Sewing Machines, etc., without using therein the



Star Ball Retainers
WHO? Tell Us



The Star Ball Retainer Co.
LANCASTER, PA., U. S. A.
and Berlin, S. O. 36, Germany

TORPEDO MOTORCYCLES
We are offering the following models for 1909:

Model B, 2¾ H.P.	$190.00
Model C, 3 H.P.	225.00
Model G, 3 H.P., with rear spring.	250.00
Model F, 5 H.P., twin cylinder....	275.00

Can furnish Magnetos if so desired. Write for catalog.
THE HORNECKER MOTOR MFG. CO.,
Geneseo, Ill., U. S. A.

TO KNOW THEM IS TO LIKE THEM
Gibney Special Tires
Quotations on Request
J. L. GIBNEY & BRO., Philadelphia, Pa.



SPROCKETS
We Make a Specialty of High-Grade Sprockets for the Cycle Trade
HYDRAULIC PRESSED STEEL CO.
CLEVELAND, OHIO

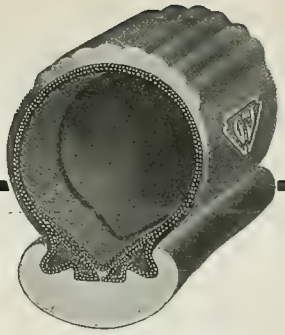


For testing dry cells, use the
Eldredge Battery Ammeter
0 to 30 Amperes
Indicates in either direction of current. Price $3 50, delivered.
ELDREDGE ELECTRIC MFG. CO.
3 Post Office Square
Dept. M. Springfield, Mass.

THE OLD PHILADELPHIA HOUSE
Our Catalogue is ready and will be mailed for the asking.
GEO. W. NOCK CO.
Jobbers of
BICYCLES and SUNDRIES
126 N. Fourth St. PHILADELPHIA.



BICYCLE GOODS
Ask for Catalogue of Bicycle and Motorcycle Parts and Sundries. We want every dealer to have our Monthly Bargain Book. Write us.
NEW YORK SPORTING GOODS CO.
17 Warren Street, New York.



INDIANAPOLIS
G & J BICYCLE TIRES

Everybody prefers these tires because they are the highest quality, the easiest riding and the easiest to repair when punctured. No tools required.
Handled by all dealers.

G & J TIRE CO.
Indianapolis, Ind.

We do not make motorcycles, but we do sell

FOUR CYLINDER MOTORS
For Motorcycles
and they are the "real things", too.

Description and prices on request.

MOTOR CAR SPECIALTY CO., Trenton, N. J.

Greatest Variety—All Sizes
SPROCKETS
THE PARISH & BINGHAM CO.
Cleveland, Ohio



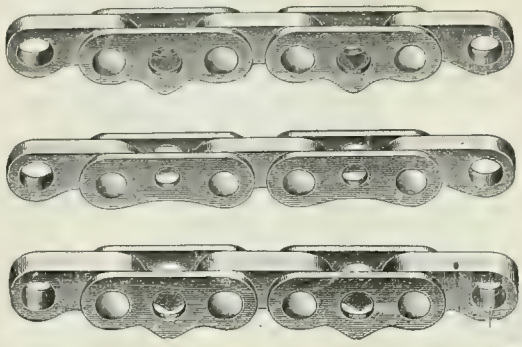
Worcester Pressed Steel BICYCLE HUBS
AND OTHER FITTINGS
Worcester Pressed Steel Co.
WORCESTER, MASS.

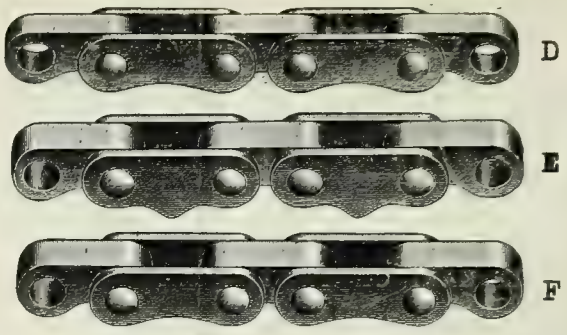


THE B. & S. MODEL "B"



is the correct wrench for your motorcycle. Write for circular.





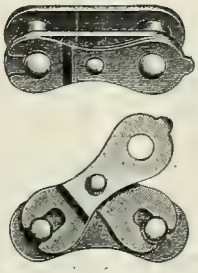
With a new equipment of special machinery and tools we are again making a great specialty of Block Chains for Bicycles and Machine Drives.



INVESTIGATE

Our New Roller Chains ⅝" Pitch

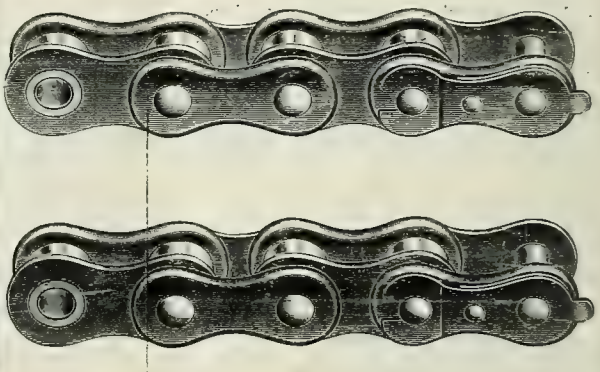
For Motorcycles, Etc.



New Patent Safety Connecting Links

For Bicycle and Motorcycle Chains







VIEW IN CHAIN DEPARTMENT

"Whitney" Chains

ARE MADE IN ONE OF THE MOST MODERN OF AMERICAN FIRE-PROOF FACTORIES

The Whitney Mfg. Co.

HARTFORD, CONN.

Any Man Riding a Motorcycle Easily Can Make His New Year a Happier One

The use of the

Kokomo Motorcycle Tire

with its gridiron tread



will render him proof against some of the "slings and arrows of outrageous fortune" which have attended past use of motorcycles.

Applied to pedal machines, the

Kokomo Bicycle Tires





for many years have been the means of adding to the happiness and satisfaction of cyclists. The tires never were better than they are today. We are as jealous as ever of "Kokomo quality."

KOKOMO RUBBER COMPANY

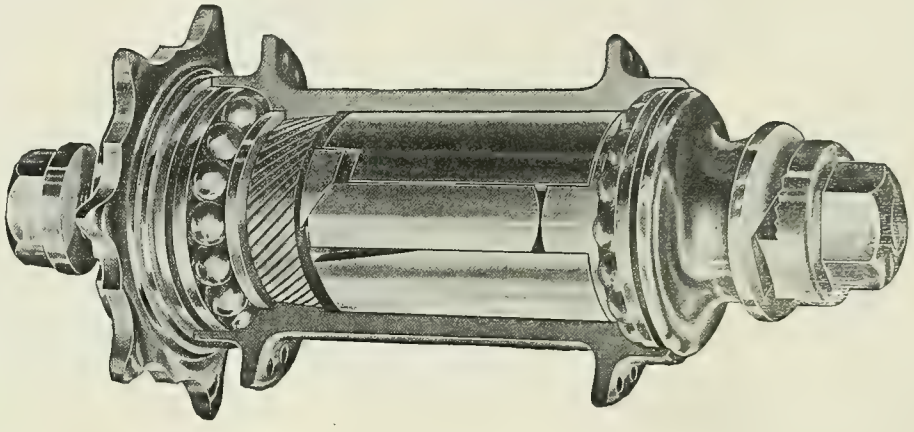
KOKOMO, INDIANA

THE MORROW

WAS THE FIRST COASTER BRAKE FOR BICYCLES

THE ECLIPSE

IS THE ONLY COASTER BRAKE FOR BICYCLES THAT MARKED A GENUINE AND FAR REACHING IMPROVEMENT ON THE MORROW



It marked a great reduction in the size, the weight and the number of parts; it marked an entire elimination of the side arm and the springs and other points of weakness and trouble; it marked a great increase in strength and braking surface and introduced the lever principle, which is the only correct and satisfactory principle, and in every respect it set a

Higher Standard for Coaster Brakes

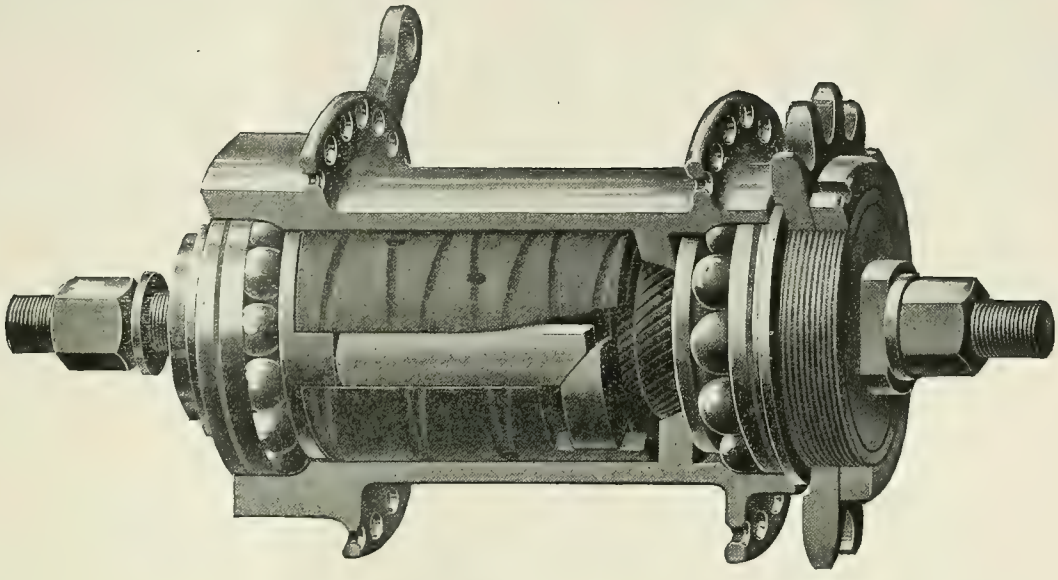
As we were producing the Morrow long before anyone else even thought of coaster brakes our experience qualifies us to pass opinions on the subject.

You can get a Morrow on any bicycle merely by specifying it.

ECLIPSE MACHINE COMPANY, Elmira, N. Y.

Licensed Coaster Brake Manufacturers

Couldn't "Put It Out Of Business"



AND

ALL Eclipse Motorcycle Coaster Brakes

ARE JUST AS GOOD AS THIS ONE:

Eclipse Machine Co., Hammondsport, N. Y., Jan. 2, 1909.
Elmira, N. Y.

Gentlemen—We are pleased to report the results of our recent tests of the new Eclipse Coaster Brake as most satisfactory; in fact, we were surprised at the amount of punishment this brake stood.

We put it through a course of stunts which would put any brake "out of business," and this we have proven in subsequent tests of other makes. Our first tests were on what is known as "Bully Hill." This is the steepest road in this vicinity; it makes a rise of 800 feet in half a mile. Our tester spent nearly a day riding one of our big double cylinder machines up this hill and coasting down. There was no trouble in holding the rear wheel at any time, and the long, hard test seemed to have no bad effects on the brake. All other brakes we had tried could be destroyed by such continued hard usage, so we decided to finish it up by running the engine down the hill and holding it by the brake. This, however, failed to put it out of business and we were obliged to resort to running the engine in the stand with the brake constantly applied as load before we could burn it up.

There has been an urgent need of a good coaster brake for motorcycles, and we are more than pleased to report that this one meets all of our requirements, and you can count on our using it exclusively the coming season.

Yours very truly,
G. H. CURTISS MFG. CO.,
Per G. H. Curtiss.

SEE IT AT ECLIPSE EXHIBIT. MOTORCYCLE SECTION, NEW YORK SHOW.

COASTING'S EXHILARATION

need not be marred by mechanical complications—

FORWARD PEDALING

need never be hampered by a dragging friction in the coaster brake—

BRAKING ACTION

need never be too binding or abrupt in application—

YOUR COASTER BRAKE ITSELF

need not be an intricate box of tricks, instead of a single, strong, efficient mechanism—

BECAUSE YOU CAN BUY THE



The Atherton Coaster Brake abolishes all the numerous delicate parts common to the so-called "old line" coaster hubs. It is as frictionless as a solid hub in forward pedaling or free coasting, but powerful in braking action to just the degree you may want.

For Sale by Leading Jobbers and Dealers Everywhere

D. P. Harris Hardware Company

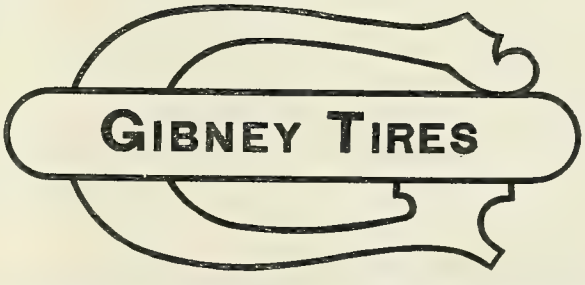
Distributors to the Manufacturing, Jobbing and Export Trade Only

48 Warren Street New York

GIBNEY SPECIAL

The Tire Invincible

The Mark



means perfection in compound and workmanship, in a word

THE IDEAL TIRE

To know it is to like it

SEND FOR OUR SPECIAL PRICE LIST

James L. Gibney & Bro.

PHILADELPHIA, PA., U. S. A.

AGENTS WANTED EVERYWHERE

The Auto Show at Chicago

February 6th to 13th, 1909

will present a comprehensive

Exhibit of Motorcycles

Space has been secured by

MINNEAPOLIS MOTOR CYCLE CO.	Minneapolis, Minn.
THE PIERCE CYCLE CO.	Buffalo, N. Y.
MERKEL-LIGHT MOTOR CO.	Pottstown, Pa.
READING STANDARD CO.	Reading, Pa.
NEW ERA GAS ENGINE CO.	Dayton, Ohio
BICYCLING WORLD	New York
MAGNET MOTOR CO.	Chicago, Ill.
MOTORCYCLE ILLUSTRATED	New York
HENDEE MFG. CO.	Springfield, Mass.
HARLEY-DAVIDSON MOTOR CO.	Chicago, Ill.
EXCELSIOR MOTOR MFG. CO.	Chicago, Ill.
WAGNER MOTOR CYCLE CO.	St. Paul, Minn.
CONSOLIDATED MFG. CO.	Toledo, Ohio
OVINGTON MOTOR CO.	New York
AURORA AUTOMATIC MACHINERY CO.	Aurora, Ill.
THIEM MFG. CO.	Minneapolis, Minn.
AUTO-BI CO.	Buffalo, N. Y.
AMERICAN MOTOR CO.	Brockton, Mass.
N. S. U. MOTOR CO.	New York
THE HORNECKER MOTOR MFG. CO	Geneseo, Ill.
ARMAC MOTOR CO.	Chicago, Ill.

All are grouped in a

Special Motorcycle Section

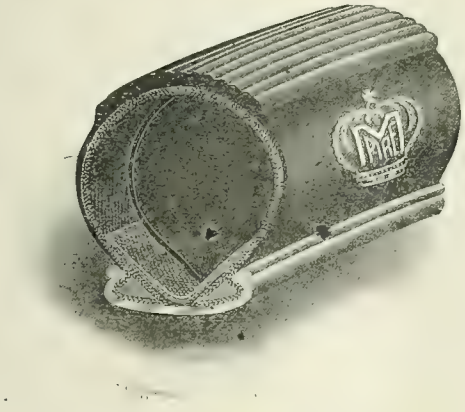
ON THE SECOND FLOOR OF THE

COLISEUM ANNEX

S. A. MILES, Manager, 7 East 42d Street, New York City.

Empire Motorcycle Tires

THE Empire Motorcycle Tire is designed and constructed throughout with a view to making it the most serviceable tire on the market. All the materials in its construction are of the best quality, and properly adapted to the work required of this type of tire.



This tire is made for the regular clincher rim, as shown by illustration. It is so constructed that it is more easily handled than any other make of motorcycle tire, and it is, therefore, almost impossible to pinch the inner tube. This means a saving of a great deal of annoyance to the rider, and a saving of expense as well.

We make two styles of inner tubes, endless and butt-end. The butt-end tube is of the greatest convenience for use in the rear wheel of a motorcycle, permitting the changing of tubes without removing the wheel from the frame.

Both the endless and the butt-end styles are furnished in two grades and



weights of rubber. The Empire gray tubes are of the standard thickness and weight, and made from fine Para rubber. The Empire Peerless tubes are made from red rubber, and are very much thicker, heavier and stronger than gray tubes. The Empire Peerless red tubes are put through a special process, which prevents deterioration. These are the best tubes that have ever been offered for motorcycle use.

EMPIRE AUTOMOBILE TIRE CO.

FACTORY--TRENTON, N. J., U. S. A.

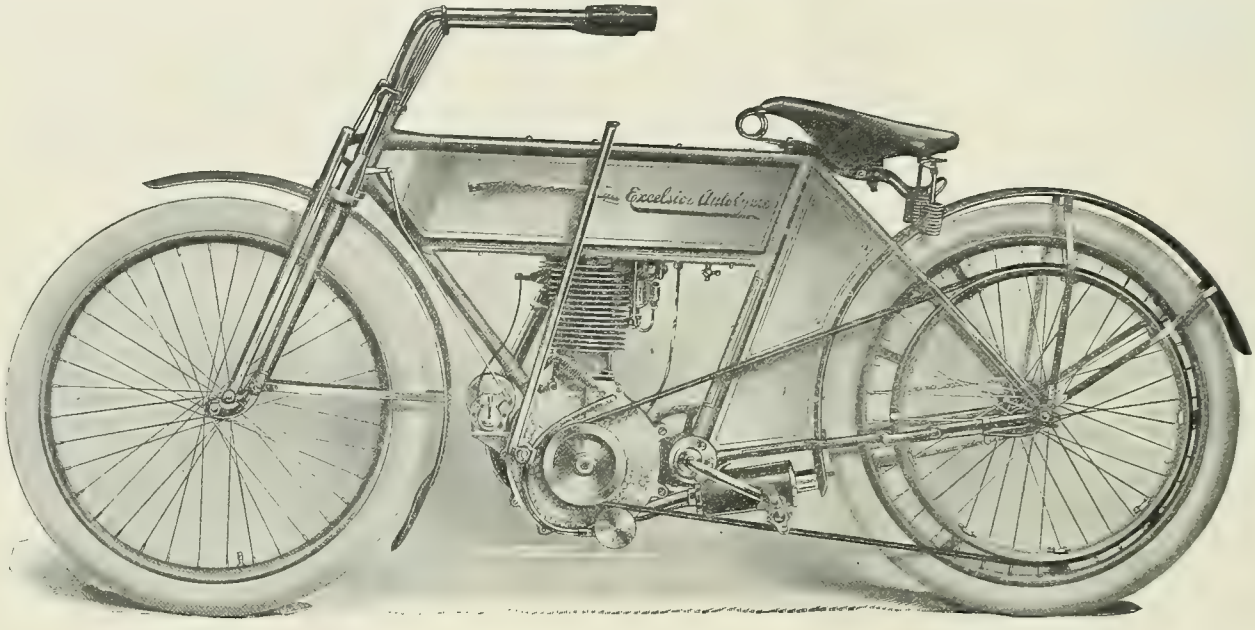
BRANCHES

New York—73d St. and Broadway.
New York—148 Chambers St.
Chicago—1301 Michigan Ave.
Chicago—20 La Salle St.
Boston—292 Devonshire St.
Detroit—842 Woodward Ave.
Newark—264 Halsey St.

AGENCIES

Buffalo—Empire Sales Company.
Philadelphia—Penn Auto Supply Co.
Atlantic City—Penn Auto Supply Co.
Jacksonville—Savell Rubber Co.
Denver—Denver Auto Goods Co.
Cleveland—Motor Supply Agency Co.
Atlanta—Dunham Rubber Co.
Providence, R. I.—Waite Auto Supply Co.
Minneapolis—Empire Tire and Rubber Co.
Norfolk, Va.—Wm. H. Grover.
Kansas City, Mo.—Empire Tire and Rubber Co.
New Orleans, La.—H. A. Testard.
Los Angeles, Cal.—Pacific Electrical Works.

THE 1909 EXCELSIOR AUTO-CYCLE



IS NOW READY FOR YOUR CONSIDERATION

and actually comprises more points of real practical merit than any other motorcycle on the market. The full line will be shown at Space 532, Madison Square Garden, and your examination is invited. Compare with any and all others. Note the

STRAIGHT LINE FRAME; POWERFUL, PERFECTLY BALANCED, VIBRATIONLESS MOTOR; LOW, COMFORTABLE SADDLE POSITION; POSITIVE LUBRICATING SYSTEM, and general excellence in DESIGN, MATERIAL and WORKMANSHIP.

Quality counts and the nearest approach to mechanical perfection is reached in the EXCELSIOR AUTO-CYCLE

THE MACHINE THAT IS ALWAYS ON THE JOB

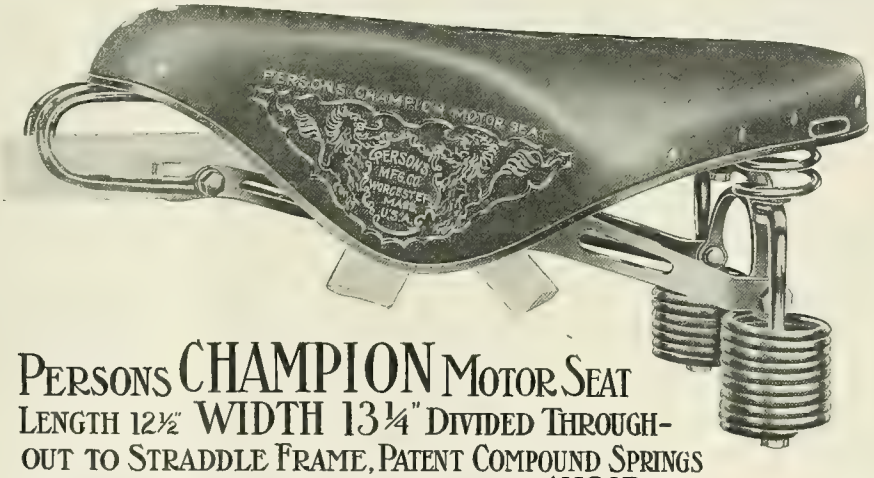
EXCELSIOR SUPPLY COMPANY

ESTABLISHED 1876. 233-237 Randolph Street, CHICAGO, ILL.

LOOK OUT FOR YOURSELF!

When at the Show, or the Shop, or the Store, Mr. Dealer, USE YOUR BRAINS!

Remember that you will pay the Manufacturers' price for your machines; **HE** fixes it, not you. Now **YOU** pay, but are you going to GET YOUR MONEY'S WORTH? Unsafe and Unsound Imitations of Persons Saddles at tin-horn prices are on the market this year, and so some manufacturers write us they cannot afford to use many Persons'.



PERSONS CHAMPION MOTOR SEAT
LENGTH 12½" WIDTH 13¼" DIVIDED THROUGHOUT TO STRADDLE FRAME, PATENT COMPOUND SPRINGS
NO FRICTION, SIDE SWAY OR SQUEAKING. —AVOID— IMITATIONS

OTHERS, more experienced, say "WE WOULDN'T TAKE A CHANCE WITH OUR TRADE ON ANYTHING BUT A PERSONS."

Now you would not pay five dollars for a pair of shoes laced with pieces of white cotton string, or fifty dollars for a bicycle with solid tires, yet that is what you will be doing if you let them work off an Imitation of a Persons Saddle on you. There's no question about the quality of PERSONS saddles—there never was—there never will be, any more than there is about the LACK of quality in the imitations, and

THERE'S NOT A SQUARE MAN IN THE TRADE

who does not know it. For objects of his own he may quibble or "talk in circles," but that the **PERSONS** is the very pinnacle of saddle construction they all know and know only too well. Each saddle speaks for itself.

The point is right here: When a bicycle maker or his Spokesman asserts the highgradeness of his product—when he asserts that in its construction and equipment no expense or effort is spared—when these claims are made, let the dealer test their truth; let him stipulate that Persons saddles be fitted to the bicycles or motorcycles he orders.

If they are given him without quibble, the dealer may be sure that the claims are true. If, instead, there is a quibble or a refusal, the moral is as plain.

The Persons saddle IS made without regard to cost. Quality is placed above price. The bicycle or motorcycle manufacturer who does likewise cannot refuse the saddle when it is specified.

PUT HIM TO THE TEST

For 1909 Persons Motorcycle Saddles are vastly improved and refined. The Stamped Spring Stops in front permit the spring to drop when depressed, but prevent its passing its proper position on the return. The front springs are double and bifurcated to straddle frames if needed, and are UNBREAKABLE. The solid parts of the framing are all drop forgings. Each piece is as strong as it should be, and as light as it well can be. On the other hand,

The Imitations are Falling to Pieces Even Now.

SOME manufacturers INSISTED on testing before buying and then bought—**PERSONS.** Now **YOU** see that you get a **PERSONS** OR A REDUCED PRICE. **YOUR CUSTOMER** is going to want **HIS** money's worth, and if you are stuck with a saddle with a black eye among the riders YOU ARE STUCK FOR THE PRICE OF A **GOOD** SADDLE. If anyone tries to work off an imitation on you, you can judge the inside of his machines accordingly. Just Beware of Imitations, Inside and Out, and

GET YOUR MONEY'S WORTH

THE PERSONS MANUFACTURING COMPANY, WORCESTER, MASS.

Morgan & Wright Motorcycle Tires

Are the Logical Tires to Select as Your 1909 Equipment

It is no idle boast to say that Morgan & Wright tires will be the most popular tire the coming season. Why shouldn't they be? During the past season in every important speed or endurance contest held, they proved themselves to be on a plane above other tires in the matter of wearing quality and service efficiency. It would be strange indeed if other manufacturers could in a few months overcome this big lead in popular favor which we have gained and are determined to keep solely on the genuine merits of our tires.

For the coming year we offer you a tire which can best be described as thoroly dependable for any kind of service. It will combine every strong point which brought last year's tire so rapidly to the front, together with every improvement which a year of severe testing proved to be desirable.

The three popular treads in which they are made, Corrugated, Bailey and Basket Weave, have a fine appearance and will give a "classy" finish to the machine on which they are equipped.

You can't do better than to specify them on the machines you order for the coming season

ANY MANUFACTURER WILL HONOR SPECIFICATIONS

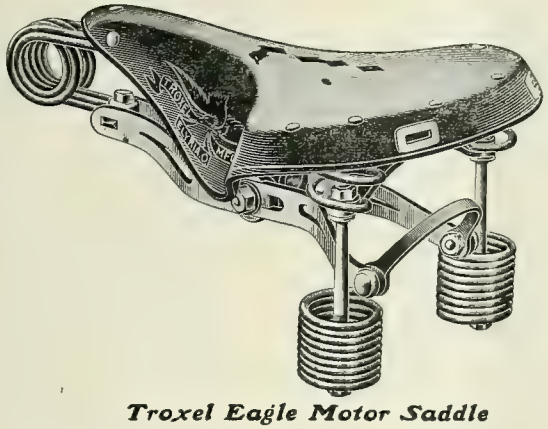
MORGAN & WRIGHT, DETROIT

The Best Proposition

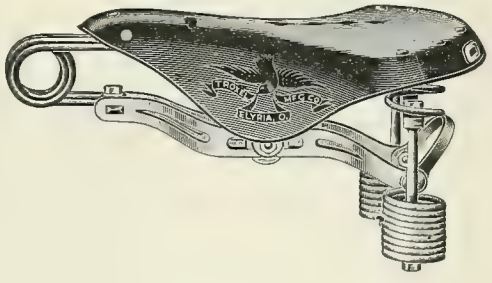
Ever Offered to the Bicycling Trade

The best and most complete line of saddles and tool bags for both motorcycles and bicycles ever manufactured.

Have your motorcycle equipped with the luxury of a Troxel Eagle Motor Saddle.



Troxel Eagle Motor Saddle

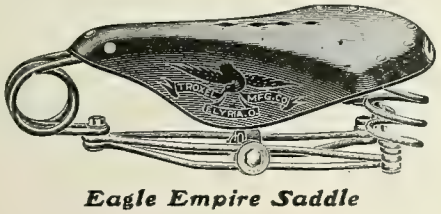


Eagle Climax Bicycle Saddle

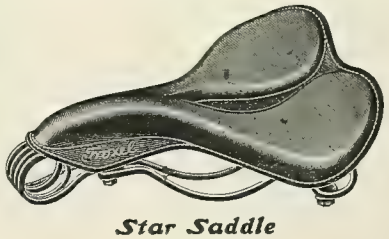
The way re-orders come along satisfies us that the trade in general is more than satisfied with our entire line for the coming season. Large sales is certainly the best proof of price and quality.

It is also very pleasing to us to know that our efforts to put on the market higher grade saddles for less money than our competitors have been rigidly investigated and found true.

At the same time we feel proud to know that all we have done is a great help to cycling, which is always one of our foremost thoughts.



Eagle Empire Saddle



Star Saddle

A Word with the Dealer

These saddles will make you friends and money and you can purchase them from all of the leading jobbers. There isn't anything "Just as Good." Send for catalog to

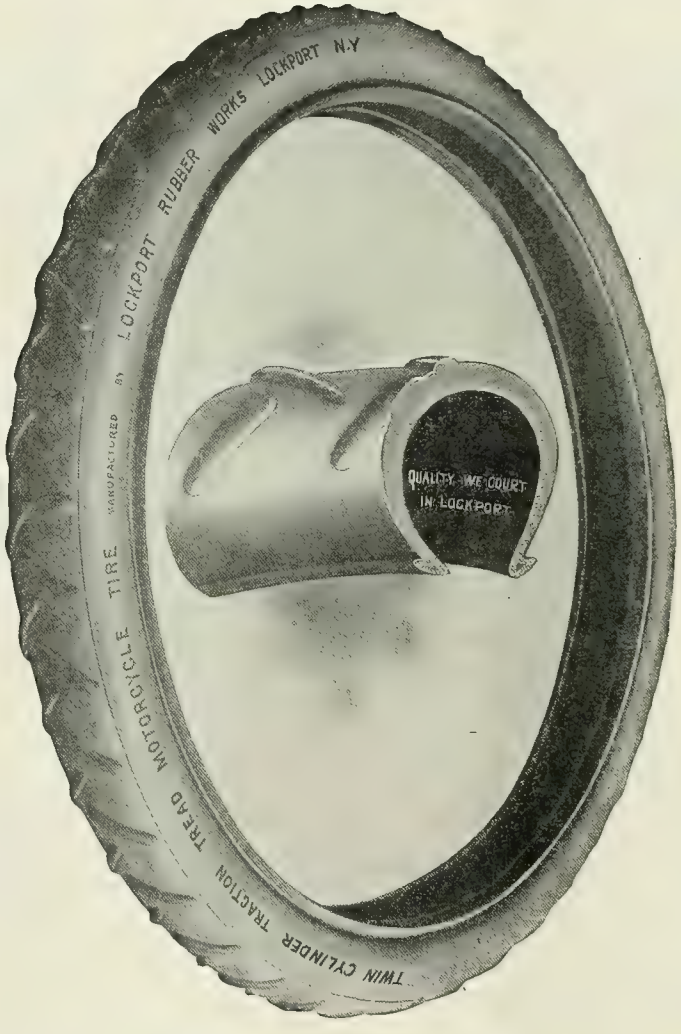
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THE TROXEL MANUFACTURING CO., ELYRIA, O., U. S. A.

Built for a Motorcycle

TWIN-CYLINDER - TRACTION-TREAD - ANTI-SKID

Not Built Like a Bicycle Tire



Traction on the Hill

Traction on the Level

Traction on the Turn

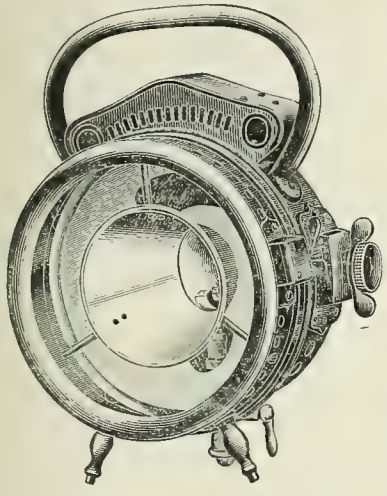
LOCKPORT RUBBER WORKS

LOCKPORT, N. Y.

The Motor Car Equipment Co.

MOTORCYCLE SPECIALTIES

WE carry a full line of Imported and American Motorcycle Supplies, including wearing apparel for the rider, lamps and horns designed to especially meet the requirements. Our ignition appliances are all of the highest grade, guaranteed to give absolute satisfaction. We do not carry or offer for sale inferior or shop worn goods.



A miniature headlight to be used on Motorcycles.

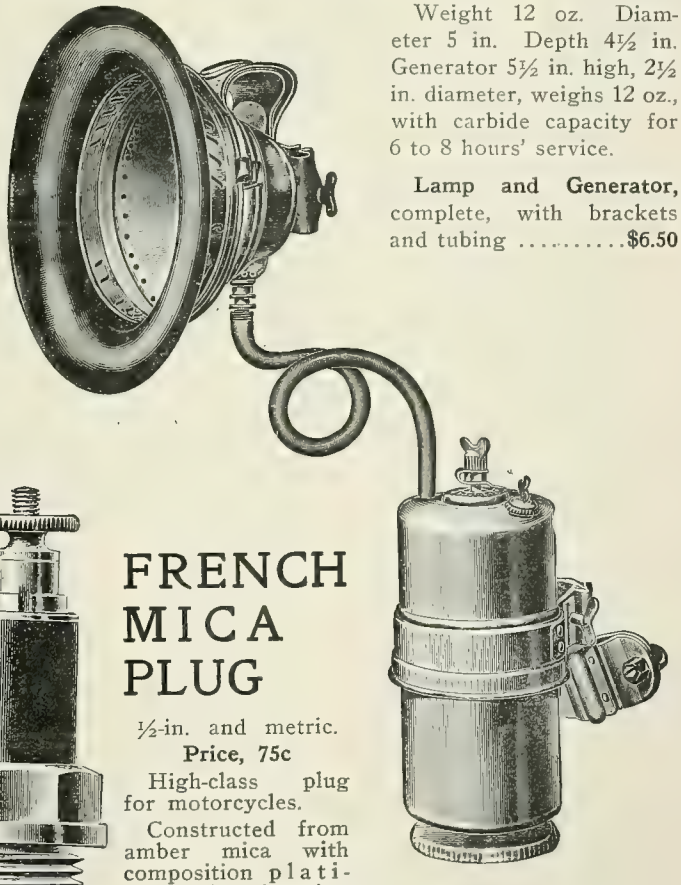
The light given by this lamp surpasses any lamp of its size. The lamp has a nickel interior, with a small mirror lens focussed exactly in the center and back of the burner. The light projected by this mirror passes through an extra focussing attachment, as shown in the illustration, and sends a powerful magnified single ray while the reflectors around the inside of the lamp throw wide spreading rays.

Lamp is 8 inches high, 4 inches in diameter and 4½ inches in width.

No. 523—Price $6.50

Lamp and Generator

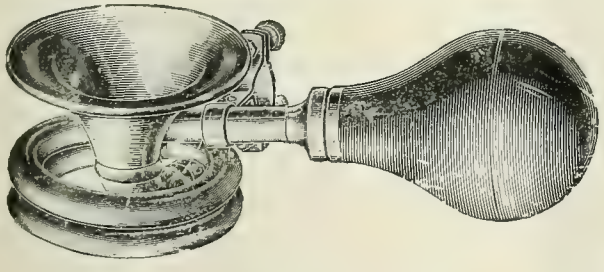
Beautiful designed flare front lamp, finished in nickel and with nickel fittings. Suitable for bicycle or motorcycle. Gives machine a high-class appearance. Throws a brilliant light.



Weight 12 oz. Diameter 5 in. Depth 4½ in. Generator 5½ in. high, 2½ in. diameter, weighs 12 oz., with carbide capacity for 6 to 8 hours' service.

Lamp and Generator, complete, with brackets and tubing $6.50

Blanchard Horn



No.	Size of Bell.	Price.
10	3¼ in.	$2.25
11	4 in.	3.00

The most popular horn for motorcycle and bicycle use. The triple twist construction produces a powerful, penetrating tone not attained in any other horn.

Finished in polished brass or nickel.



FRENCH MICA PLUG

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Price, 75c

High-class plug for motorcycles.

Constructed from amber mica with composition platinum points insuring positive spark. Can be easily cleaned owing to its simple construction.

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The Motor Car Equipment Co.





Diamond

BICYCLE TIRES

ALWAYS IN THE LEAD

The Best in 1908—Better Than Ever in 1909

¶ The well known Diamond policy of bettering our product year by year, advancing quality as well as sales, offering the trade only the BEST, has given us an enviable position in the bicycle tire world.

¶ Diamond bicycle tires are built on practical lines—years of experience, the highest quality of material, careful and expert workmanship, can have but one result—the BEST.

¶ Our prices will attract you. Write for Catalogue.

THE DIAMOND RUBBER CO., Akron, Ohio

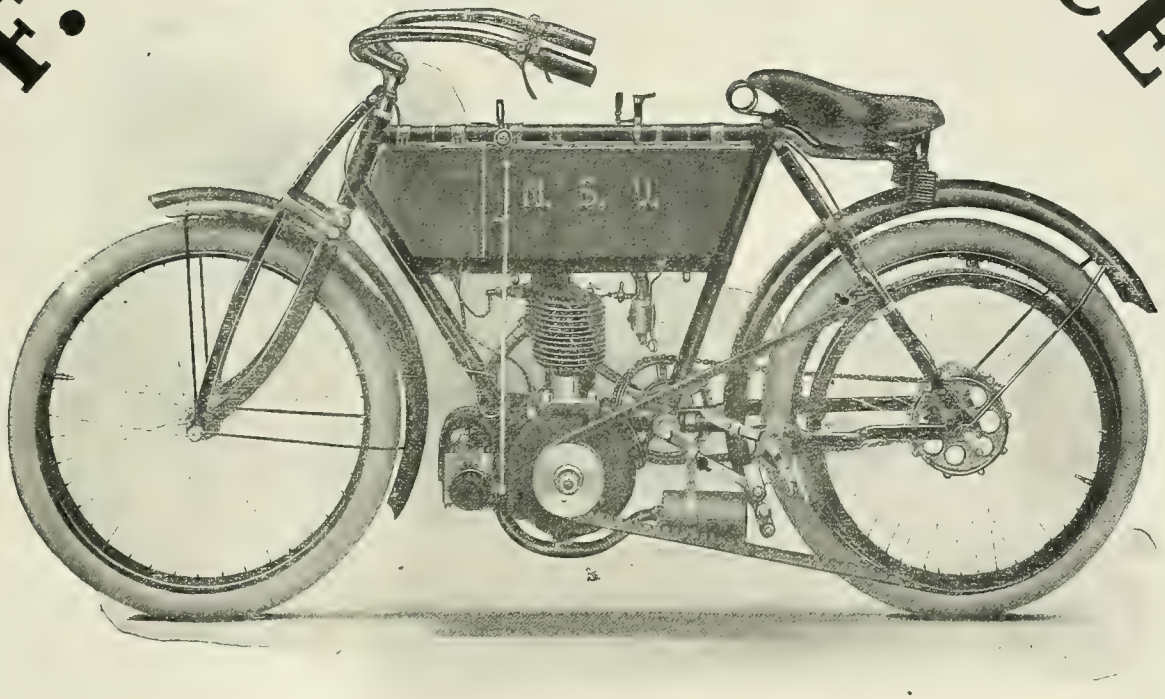
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THE F. A. M. ENDURANCE MODEL



3¾ h.p. F. A. M. Endurance Model

THERE are certain mechanical features of the F. A. M. Endurance Models which make it possible to easily excel in consistent road performances, any other motorcycle, no matter what the price. Their guarantee of quality are the letters

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The Mercedes of Motorcycles

THREE GOLD MEDALS AND THE HIGHEST AVERAGE NUMBER OF POINTS WON IN THE F. A. M. ENDURANCE CONTEST OF 1908 is another guarantee of the wonderful reliability-strength of these models.

SINGLE CYLINDER, 3, 3½ and 3¾ H. P. TWIN CYLINDER, 6 H. P.

Fast, Light, Powerful and Reliable

A full description and line of nll our models to be had at Space 533, Madison Square Garden. Advance sheet now ready

N. S. U. MOTOR COMPANY, 206 W. 76th St. New York City

Three Famous Trade-Marks

CRESCENT — IMPERIAL — MONARCH







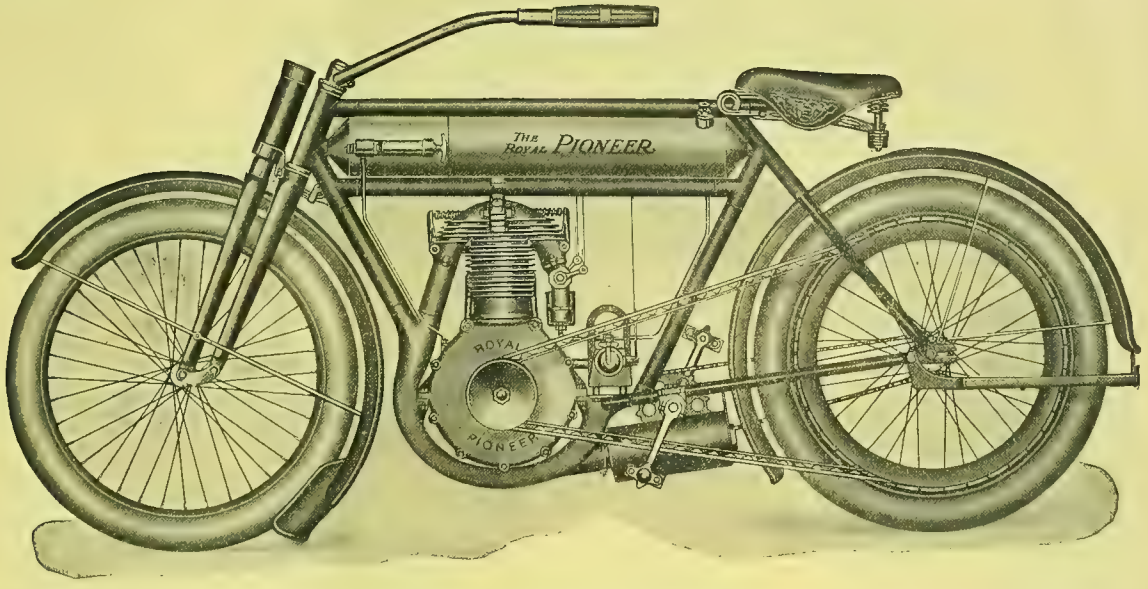
Crescent, Imperial and Monarch bicycles for many years have been the best known and the leaders among medium priced machines. For the season of 1909 they are full of improvements. The frame lines are changed, giving a longer wheel base, and the rake increased, adding much to the appearance. The equipment is better and of greater variety than heretofore, while the bearings, finish and general workmanship could not be excelled. The lines consist of

$50 MEN'S CUSHION FRAME ROADSTER
$40 MEN'S AND WOMEN'S ROADSTERS
$30 MEN'S AND WOMEN'S ROADSTERS
BOYS' AND GIRLS' JUVENILES

These strictly 1909 bicycles, reliable and widely known throughout the country, are bicycles that are easy to sell and profitable to handle. Write us for 1909 catalogs and dealers' prices and terms.

THE POPE MANUFACTURING CO., Hartford, Conn.

THE ROYAL PIONEER



MOTOR SPECIFICATIONS

MOTOR—New Pioneer, 30.50 cubic inches.

VALVES IN HEAD, absolute duplicates with springs, etc., interchangeable, and MECHANICALLY OPERATED by ONE cam. Glass Window in base to show depth of oil.

POWER—3½ to 4½ horse.

BEARINGS—HESS-BRIGHT Annular Ball Bearings.

MOTOR OILING SYSTEM—New; combined centrifugal and splash.

GENERAL SPECIFICATIONS

CARBURETOR—Royal Pioneer, built to our specifications by Brown & Barlow, coupled direct to motor BEHIND cylinder.

IGNITION—BOSCH MAGNETO and none other; bevel gears and shaft drive, motor to magneto.

MUFFLER—Massive but "tucked away." Silently emits cold gases.

FRAME—Contains an expansion Chamber beneath the motor in which the gases cool before reaching the muffler.

TANK—Pioneer brass DOUBLE torpedo, five inches round, carrying two quarts oil and two gallons gasoline. Frame designed to harmonize.

CONTROL—Complete handle-bar control of Carburetor, Magneto and Exhaust Lift, ALL ENCLOSED and "trouble proof."

HANDLE BARS—Free from unneeded curves and are stationary. Long rubber grips.

CUSHION FORKS—Pioneer type, compound springs with spring stops top and bottom.

SEAT—Persons Champion, 1909 Model. Wide, long and low.

GEARING—4½ to one through genuine Watawata 1 inch "V" belt.

WHEELS—26 inches, with 2½ inch tires, option of 28 inches with 2¼ inch tires.

OIL PUMP—Transparent barrel; one simple operation charges motor.

WHEEL BASE—Fifty-six inches.

MUD GUARDS—Extra wide and extra long, and properly supported.

STAND—The Royal Pioneer stand is included without charge.

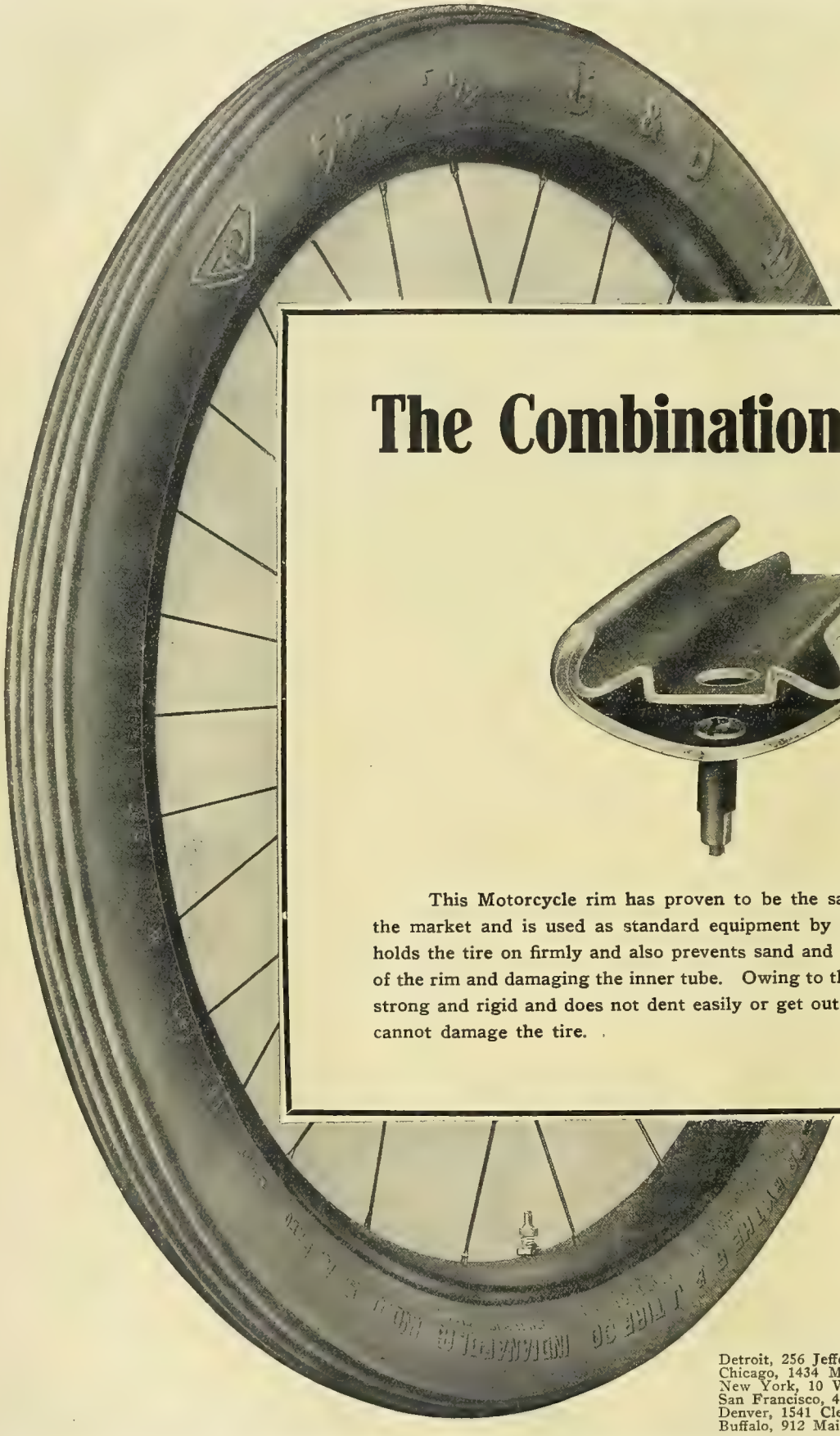
CRANK HANGER—Pioneer principle, adjustable fore and aft for chain and above or below stays to suit rider.

PULLEY RIM—Persons Armless indestructible steel pulley.

We believe the stock motorcycle of the future will be capable of from fifty to sixty miles an hour and forty miles an hour up-hill; that its motor will contain mechanically operated valves in head and ball bearings; that magneto ignition exclusively will be supplied and wheels 26" or 28" be optional; that it will be absolutely silent and ride like a car. Such, then, are a FEW of the features of the PIONEER of today.

LET US DEMONSTRATE THIS AT STAND No. 543. Or, if you are not "among those present," write to us.

THE ROYAL MOTOR WORKS, INC., WORCESTER, MASS., U.S.A.



SPE

G&J

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The Combination That's Unequ

This Motorcycle rim has proven to be the safest and most satisfactory rim on the market and is used as standard equipment by most all of the manufacturers. It holds the tire on firmly and also prevents sand and dirt from working into the channel of the rim and damaging the inner tube. Owing to the construction of this rim it is very strong and rigid and does not dent easily or get out of true and the ends of the spokes cannot damage the tire.

SEE OUR EXHIBI

G&J

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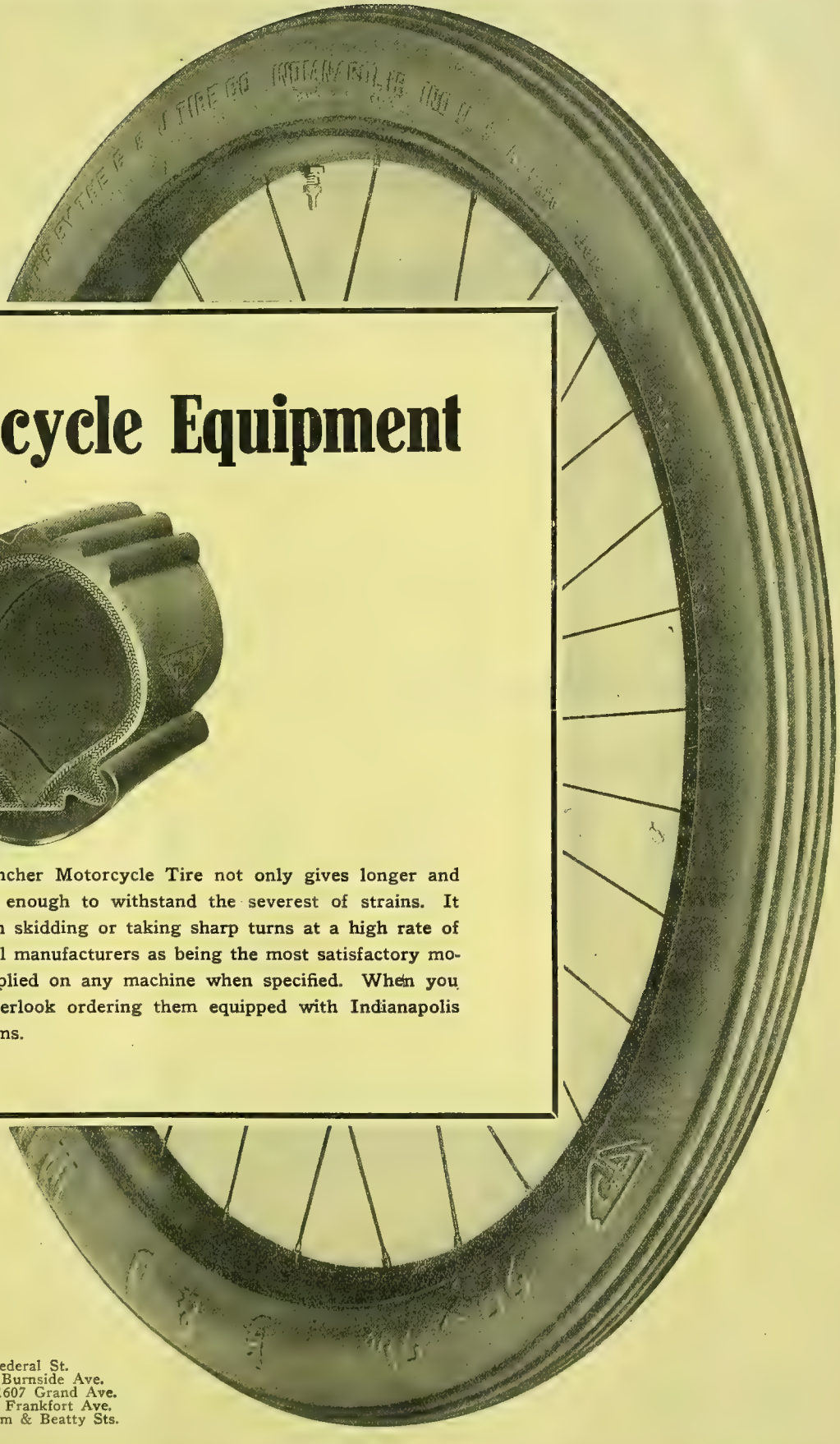
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CIFY

TIRES

e Clincher Rims



led For Motorcycle Equipment

The Indianapolis Double Clincher Motorcycle Tire not only gives longer and better service, but is made strong enough to withstand the severest of strains. It cannot pull or roll off the rim when skidding or taking sharp turns at a high rate of speed. This tire is recognized by all manufacturers as being the most satisfactory motorcycle tire made and will be supplied on any machine when specified. When you order your new machines don't overlook ordering them equipped with Indianapolis G & J Double Clincher Tires and rims.

AT THE SHOWS

RE Co.

Indiana

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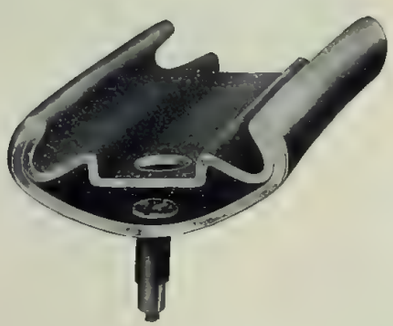
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Portland, 326 Burnside Ave.
Kansas City, 1607 Grand Ave.
Cleveland, 326 Frankfort Ave.
Pittsburg, Baum & Beatty Sts.

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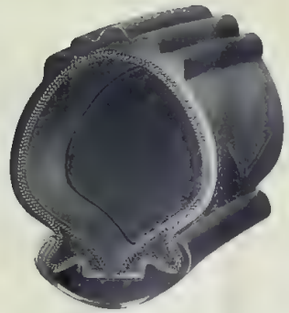
G&J TIRES

and G & J Double Clincher Rims

The Combination That's Unequalled For Motorcycle Equipment



This Motorcycle rim has proven to be the safest and most satisfactory rim on the market and is used as standard equipment by most all of the manufacturers. It holds the tire on firmly and also prevents sand and dirt from working into the channel of the rim and damaging the inner tube. Owing to the construction of this rim it is very strong and rigid and does not dent easily or get out of true and the ends of the spokes cannot damage the tire.



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SEE OUR EXHIBITS AT THE SHOWS

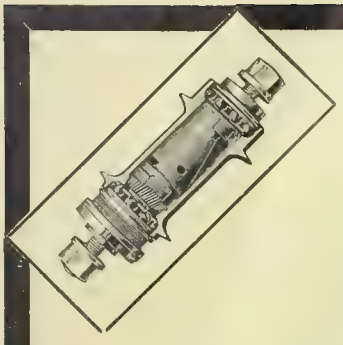
G&J TIRE CO.

Indianapolis, Indiana

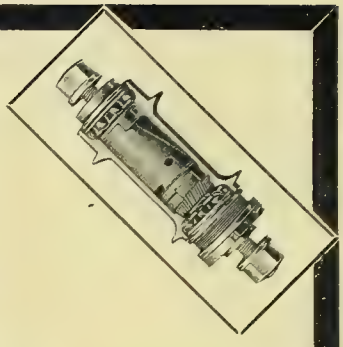
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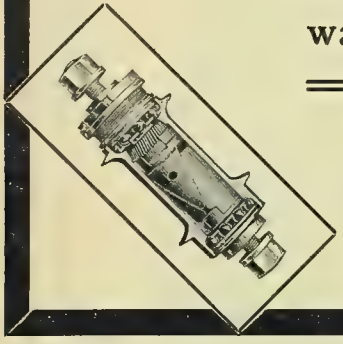
THE ARMLESS BRAKE
WITHOUT
THE LOCK WASHER

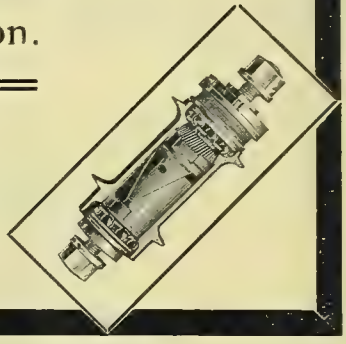


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Let us tell you why we do not use a lock washer in the Musselman Brake construction.

THERE'S A GOOD REASON





The Miami Cycle & Mfg. Co.
MIDDLETOWN, OHIO
Licensed Coaster Brake Manufacturers

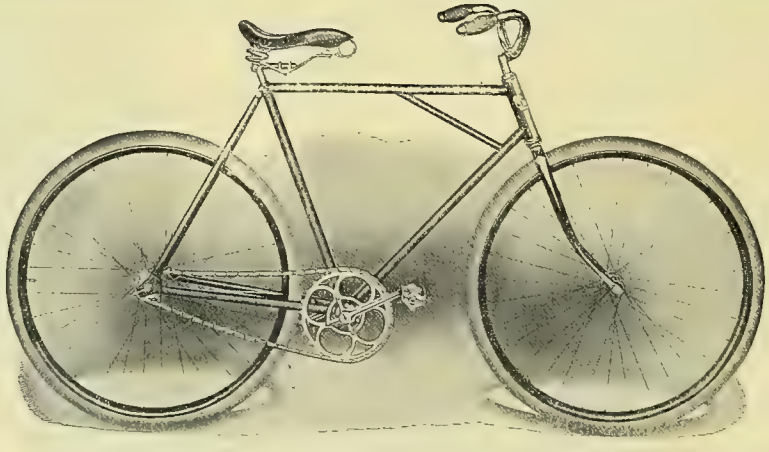
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The Wheel with the D & J Hanger



The Wheel with the D & J Hanger

No agency proposition amounts to anything unless the agent gets something out of it. We can show you how and why the Hudson agency is the Best and a profit payer for the agent. Write for particulars

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVIII New York, U. S. A. Saturday, January 16, 1909. No. 17

POPE WINS ANOTHER LEGAL POINT

Court Again Rules Against Arnold, Schwinn & Co., in "Bottom Bracket" Suit—The Main Issue Now in Order.

In the United States Circuit Court in Chicago, the Pope Mfg. Co. last week won another "leg" in its revived suit for infringement of the basic bottom bracket patent—No. 392,973—against Arnold, Schwinn & Co., of Chicago, who refused to recognize it and to settle when all other manufacturers did so in 1905.

In the same court, in October last, the Chicago firm answered the complaint with a cross bill which set up as the chief defense that they had purchased their bottom brackets from the Crosby Co., of Buffalo, which company had made satisfactory settlement with the Pope Mfg. Co. The court ruled against the cross bill and gave the defendants time to file a supplemental answer. When filed this proved to be merely a repetition of the previous grounds of defense and the Pope attorneys at once filed a bill of exceptions. This bill was argued on Thursday of last week and after an all day hearing, Judge Kohlsatt again decided against Arnold, Schwinn & Co. by sustaining all of the Pope exceptions and holding that the defendant's plea did not constitute a meritorious defense.

As this ends the preliminary skirmishing, the case now must be fairly met on the merits of the patent, which was sustained by the United States Circuit Court for the New York district in 1905, in which year it expired.

Melon Cutting for Sporting Goods Forces.

In addition to declaring a 5 per cent. dividend on its capital stock, the New York Sporting Goods Co., which deals so largely with bicycles, just has made a gift of 5 per cent. of their salaries to each of its employes. Every one, from errand boy to department manager, were included in the profit-sharing which was in the nature of a surprise to all of the company's workers.

Bumiller Buys His Old Department.

The Bumiller-Remelin Co., a stock company, capitalized at $50,000, have purchased the sporting goods department of the Pickering Hardware Co., located at 432 Main street, Cincinnati, O., in which department bicycles and motorcycles long have been included. Henry Bumiller, president of the new company, for 25 years managed that department of the Pickering business and consequently is thoroughly "at home." He is a veteran cyclist and in the earlier years played large parts in the L. A. W. and cycling affairs generally.

New Home for Thors in Chicago.

The Aurora Automatic Machinery Co. has let contracts for the construction of a two-story building at 1307 Michigan avenue, Chicago, to which when completed the executive offices and general sales department will be removed. The building will have a frontage of 25 feet and a depth of 161. The front part of the first floor will be equipped as a handsome salesroom and the remainder as an uptodate repair shop, which will be manned by Thor experts brought from the factory in Aurora. The upper floor will be devoted to the offices.

Ovington to Handle American Line.

The Ovington Motor Co., finally has taken on a line of American machines—the Merkel-Light line, which they will handle in New York City only. During his recent visit to the F. N. factory in Belgium, President Ovington obtained the necessary concession from the F. N. company.

To Handle Motorcycles in San Diego.

The San Diego Cycle & Arms Co. of San Diego, Cal., have added motorcycles to their stock. They will handle the four-cylinder Pierce, among others.

DEFENSE "A LAMENTABLE FIASCO"

So Court Declares in Adjudging Apstein's Metal Tire Repair Plug an Infringement—Stevens & Co. Win Suit.

David Apstein, of Bridgeport, Conn., received even worse than cold comfort from the United States Circuit Court in Hartford, Conn., as the result of his efforts to defend the suit involving the rights to the metal tire repair plugs which he has been producing. The action against him was brought by Robert W. Sampson, Louis Schwab and Frank N. Stevens, the two last mentioned constituting the firm Stevens & Co., New York City.

Judge Platt, who heard the evidence, handed down his decision last week. It finds Apstein guilty of infringement and rules against him on every point. The judge's decree discloses the fact that two attorneys had abandoned the infringer's case, which the court itself described as "a lamentable fiasco." The language of the decree is as follows:

"This is a suit based upon two patents, viz., Glidden, 602,743, for 'Device for closing punctures in Pneumatic Tires', and Sampson, No. 632,540, for 'Puncture-Closer for Pneumatic Tires'.

"The inventions of these patents are capable of conjoint use, and were in fact so used. The claims at issue are 1, 2, 4, 5, and 10 of Glidden, and 1 and 2 of Sampson:

"Glidden:

"1. A puncture-closer for tubing, comprising a shank, a head hinged thereon, and a co-operating retaining-cap, substantially as described.

"2. A puncture-closer for tubing, comprising a threaded shank, a head hinged thereon and having a concave back, and a retaining-cap threaded to engage the shank, substantially as described.

"4. A puncture-closer for tubing, comprising a shank, a head hinged thereon, and a co-operating retaining-cap constructed and arranged to be engaged and held by the material of the tube, substantially as described,

"5. A puncture-closer for tubing, comprising a threaded shank to extend through the material of the tube, a thin, substantially concavo-convex head hinged to the inner end of the shank, and a retaining-cap adapted to be screwed onto the shank, to clamp the tube between the head and cap, substantially as described.

"10. A puncture-closer for tubing, comprising a metallic head, a threaded metal shank with which it is pivotally connected, whereby the head can be turned up against the shank, and a cap adapted to be screwed onto the shank and bear against the exterior of the tube, substantially as described.

"Sampson:

"1. A puncture-closer for tubing, comprising a shank; a head; a universal joint for connecting said head to said shank; said head having a slot extending from said universal joint and of sufficient width to accommodate said shank; and a co-operating retaining-cap, substantially as described.

"2. A puncture-closer for tubing, consisting of the threaded shank, **b**, with its upper end offset to form a temporary handle and having a ball, **e**, formed upon its lower end; the head, **a**, formed with a socket to receive and loosely retain said ball, and the slot, **j**, narrower than the ball, **e**, and of sufficient width to accommodate the shank, **b**; and the co-operating retaining-cap with serrated under surface substantially as described.

"In advance of the few words which will bear directly upon the case, let me say that the whole matter has received unusual attention, because of the position in which I found the parties at the hearing. Two attorneys held in high esteem by the Court have in turn abandoned the defendant. After many delays I felt that my duty to the complainant made it necessary to fix a not too distant date for the arguments, and when the appointed day came I found a new attorney in charge of defendant's interests. He proved himself to be thoroughly competent, but was naturally somewhat handicapped by his late introduction into the merits of the controversy. For these reasons I have considered it my duty to move with exceeding care, and the defendant must not think because my comments are brief, that my final conclusion is not based upon an exhaustive examination.

"Much ground is covered by the proofs, but as I view the matter, the case must turn in the end upon the construction which shall be placed upon the claims of the patents in suit.

"Complainant insists that the closing of punctures in pneumatic tires and the like, is a new art which of necessity has sprung up within a few years, because the pneumatic tire itself is a fairly new device which, by reason of its peculiar construction and the uses to which it is put, presented a new problem to those who were thinking about a way to repair the punctures to which it is so incessantly subject.

"The defendant, on the other hand, scoffs at such ideas and claims that the patents in suit and the limited few bearing upon the same subject, of which the defendant owns one of later issue, all relate to a general art which he calls the 'art of closing holes' and strenuously insists that any device which is intended to be used to close a hole and stop a leak is an obvious reference when one puts his mind upon the question of caring for the punctures and leaks in pneumatic tires.

"The latter line of argument is not persuasive, and in truth, the more it is examined, the less it satisfies.

"Assuming then, as I am compelled to do, that the appearance of the pneumatic tires offered a new problem to inventors, it is plain that the meagre efforts to care for punctures which preceded Glidden left him a wide field to work in, and that Sampson put the finishing touch to Glidden's disclosures, so that the combined efforts of those two inventors gave to the world an invention of merit. They are entitled to such a measure of liberality as will protect them from palpable invasion. These premises having been granted, our troubles are over.

"All talk about reading the patents on prior devices in the art of stopping holes, and about the patents in suit and the defendant's reissued patent being for minor and subsidiary improvements in that art, leading out in different directions, the one from a metal plug pure and simple, and the other from a rubber plug pure and simple, becomes idle and visionary.

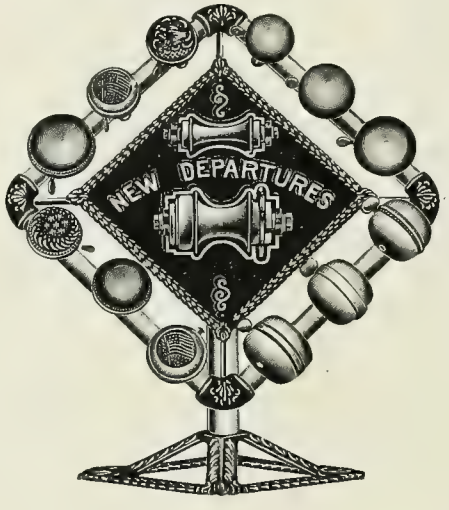
"Defendant's attempt to show that he was the prior inventor resulted in a most lamentable fiasco which needs no comment.

"The claims in suit are valid, entitled to a reasonably liberal construction, and are infringed.

"Let the usual decree be entered."

New Stand for New Departure Display.

The New Departure Mfg. Co. are producing a new stand for displaying their bicycle bells, bicycle coaster brakes and front hubs—one that is larger and more elaborate



than any of the several stands previously designed by the company. It is highly finished in nickel or bronze and the center plate is enameled in brilliant red, green or blue. The bells are easily attached or detached and a complete coaster brake and bicycle front hub are mounted in the center plate, strongly bringing out the attractive design and finish of the goods.

Revised Bidding on Army Bicycles.

The new bids for bicycles which have been invited by the War Department are, so it transpires, merely revisions of those which were invited in October last. At that time the specifications laid down limited the bidding to one particular brand and discovery of the fact led to the rejection of all bids. Under the new order of things all of the several departments of the army are separately advertising for the bicycles they require. The machines are designed to be used for messenger purposes at the various army posts.

Tests Prove the Best is Cheapest.

How true it is that the best is the cheapest in the end recently was graphically illustrated by a British tire manufacturer in "testing out" his best tire and his next best. He employed a dozen bicycles which were ridden by relays of riders until the tires were rendered unserviceable. The average life of the best tire proved to be 10,500 miles, while that of the second grade averaged but 4,750 miles. As the difference in cost of the two grades of tires was only a little more than $1 the economy of quality is apparent.

Widmayer Equipping an Annex.

The F. B. Widmayer Co. have leased the premises, 227 West 83d street, New York, which is immediately around the corner from their store at 2312 Broadway, and will equip it as a repair shop and motorcycle garage, thereby dispensing with the smaller repair shop previously maintained at 2384 Broadway. No. 2312 Broadway will be continued as a salesroom.

Klein to Occupy a Larger Store.

Alex Klein, the Harley-Davidson agent in Philadelphia, is preparing to cut a wider swath in the motorcycle business of that city. He has leased the store at 439 North Broad street, in the heart of the gasolene district, and is having it completely renovated and refitted to meet his growing requirements.

Koehler Gets Four Indian Counties.

The H. J. Koehler Sporting Goods Co., Newark, N. J., which hitherto has had the local agency for Indian motorcycles, has obtained a considerable slice of adjoining territory. It has been appointed distributor for all of Essex, Morris, Passaic and Union counties.

Meridian Dealer Takes a Partner.

R. W. Sturges has purchased an interest in the bicycle business of Frank Kling, Meridian, Miss., which will be considerably enlarged. Automobiles and possibly motorcycles will be "taken on."

FORESHADOWS OF THE SHOW

When the show of the Association of Licensed Automobile Manufacturers in Madison Square Garden, New York, opens this evening the beauty of the setting will compel the notice even of the motorcyclists who attend, though the objects of their special interest may not be in immediate sight. Each succeeding show in the Garden has appeared more magnificent than its predecessor and that is the promise held by the one which will be inaugurated tonight, and which will hold the boards during all of next week.

To give an exact definition of what the vast amphitheatre of Madison Square Garden will resemble is difficult. The general color scheme will be brown and white, although the floor—that part of it included in the exhibit stands—will be carpeted in green. One striking feature of the main floor exhibition will be the absence of inharmonious signboards confronting the visitor at every turn. The signboard nuisance has been abated considerably in the last year or so, but the forthcoming exhibition will mark the millenium of simplicity in this particular respect. Decorative lamp posts will mark the division between the exhibits, and upon these lamps will be inscribed the names of the exhibitors.

Directly in front of the entrance will be a small fountain in the form of a low abutment of gray stone, curving around the first exhibition spaces. It will have a trough-like basin into which water from griffin mouths will spray upon the electrically lighted pool beneath, containing a pleasant interspersion of artificial and real waterlilies, the former radiating light from concealed incandescent bulbs. Real gold fish will disport themselves in the water for the edification of visitors. The lower walls will be set off with white burlap, while brown panels of the same material will form a sharp contrast for the background of the elevated platform. The ceiling will be draped with white burlap latitudinally divided by rows of incandescent bulbs.



The concert hall will present the appearance of an Italian garden, a latticed arbor covered with vines and illuminated with concealed electric lights giving the effect of a moonlight night along the Riviera. To preserve the general color scheme of the main hall the walls will be finished in brown burlap. In the cafe, just off the main entrance, the exhibits will appear beneath an Italian pergola presenting the impression of looking over a stone wall upon an Italian landscape. From the weathered gray beams of the pergola, supported by gray stone columns, will hang vines and clusters of illuminated grapes. A deft impression of sky and landscape will complete the illusion.

Into the basement, in which the motorcycle section will be located, the general color scheme of brown and white will be carried. The unattractive walls will be concealed by paneling of brown and white stripes running longitudinally from the floor to the ceiling. The alternate strips of white and brown burlap will be three feet in width, while the ceiling will be concealed by a festooned canopy of white, the apex being at a point on the ceiling directly in the center of the aisle.

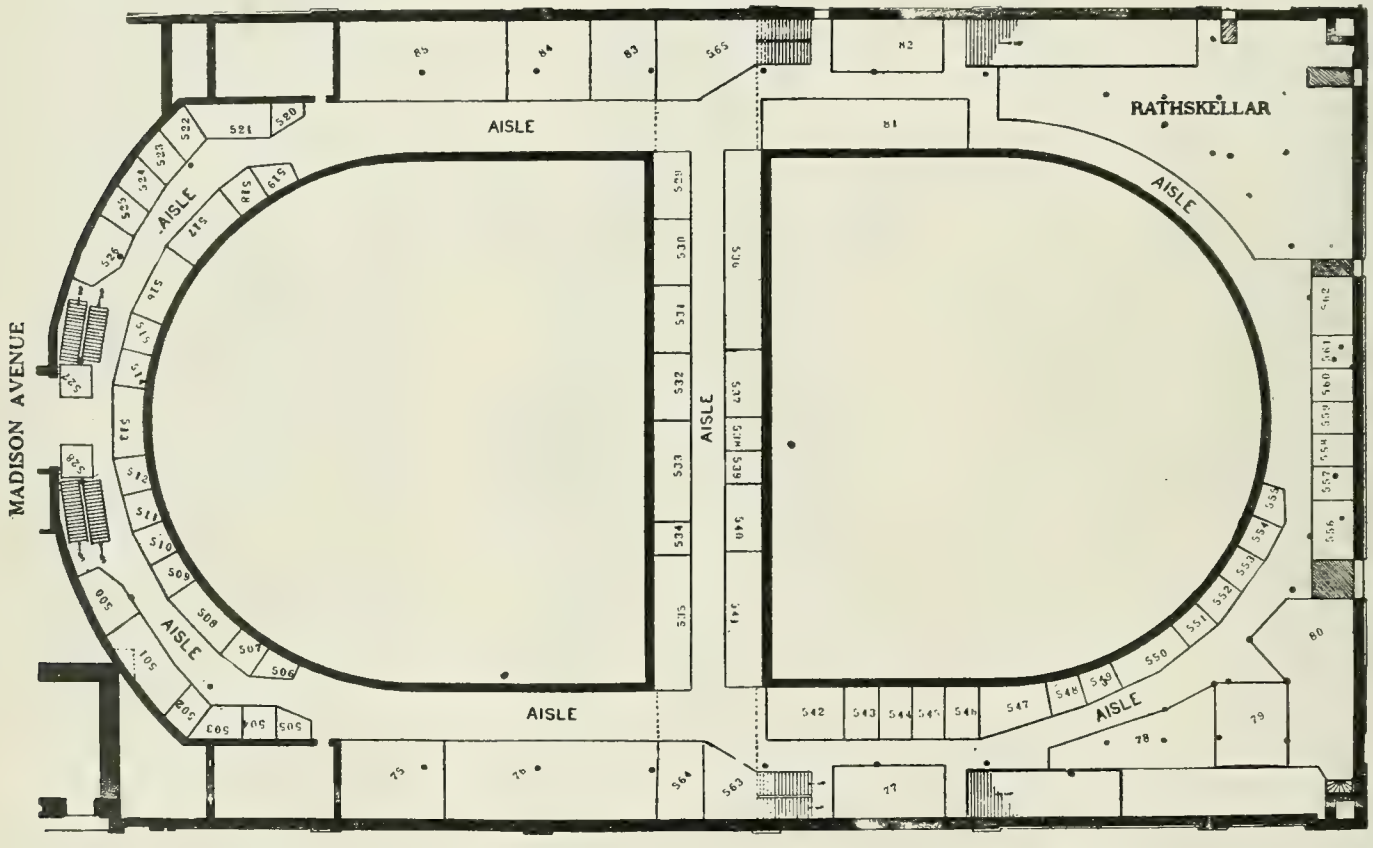
The rathskellar, which will be invitingly near to the motorcycle section, will represent a wine cellar, with groined arches, cask-lined walls and iron gateways. The rathskellar has always been a picturesque feature of past shows and this year's creation is said to surpass all former efforts.

It was only last year that motorcycles were admitted to the Garden show, the most desirable part of the basement being set aside as the Motorcycle Section and

EXHIBITORS IN MOTORCYCLE SECTION

529 Merkel-Light Motor Co., Pottstown, Pa.—Merkel and Light motorcycles.
531 Consolidated Mfg. Co., Toledo, Ohio—Yale motorcycles.
532 Excelsior Supply Co., Chicago, Ill.—Excelsior motorcycles.
533 N. S. U. Motor Co., New York City—N. S. U. motorcycles.
534 Motorcycle Publishing Co., New York City—The Motorcycle.
535 American Motor Co., Brockton, Mass.—M-M motorcycles.
536 Hendee Mfg. Co., Springfield, Mass.—Indian motorcycles.
537 F. A. Baker & Co., New York City—Accessories.
538 Pierce Cycle Co., Buffalo, N. Y.—Pierce motorcycles.
539 The Bicycling World Co., New York City—Bicycling World and Motorcycle Review.
540 Ovington Motor Co., New York City—F. N. motorcycles.
541 Reading Standard Co., Reading, Pa.—R-S motorcycles.
542 Aurora Automatic Machinery Co., Aurora, Ill.—Thor motorcycles.
543 Hornecker Motor Mfg. Co., Geneseo, Ill.—Torpedo motorcycles.
544 Harley-Davidson Motor Co., Milwaukee, Wis.—Harley-Davidson motorcycles.
545 The Auto-Bi Co., Buffalo, N. Y.—Auto-Bi motorcycles.
546 National Sales Corporation, New York City—Peugeot motors.
547 Motor Car Equipment Co., New York City—Accessories.
548 Walton Motor Co., Lynbrook, N. Y.—Midget Bi-Car and Brown adjustable pulley.
549 H. & F. Mesinger Mfg. Co., New York City—Saddles.
550 G. H. Curtiss Mfg. Co., Hammondsport, N. Y.—Curtiss motorcycles.
551 Eclipse Machine Co., Elmira, N. Y.—Eclipse coaster brakes.
552 New Era Gas Engine Co., Dayton, Ohio—New Era motorcycles.
553 Reliance Motorcycle Co., Owego, N. Y.—Reliance motorcycles.
554 Crouch Motor Co., Stoneham, Mass.—Crouch motorcycles.
555 Royal Motor Co., Worcester, Mass.—Royal Pioneer motorcycles.

PLAN OF MOTORCYCLE SECTION



SCATTERING EXHIBITS WHICH INCLUDE MOTORCYCLE WARES

101 Diamond Rubber Co., Akron, Ohio—Diamond tires.
102 C. F. Splitdorf, New York City—Splitdorf coils and magnetos.
103 Goodyear Tire & Rubber Co., Akron, Ohio—Goodyear tires.
106 G & J Tire Co., Indianapolis, Ind.—G & J tires, tubes, extension grips, etc.
108 Gilbert Mfg. Co., New Haven, Conn.—Leather accessories.
112 Herz & Co., New York City—Herz magnetos.
122 Empire Automobile Tire Co., Trenton, N. J.—Empire tires, tubes, etc.
127 Jones Speedometer, New York City—Jones speedometers.
128 Connecticut Telephone & Electric Co., Meriden, Conn.—Spark coils.
129 Morgan & Wright, Detroit, Mich.—Morgan & Wright tires, tubes, etc.
132 J. H. Sager Co., Rochester, N. Y.—Sager spring forks.
133 R. E. Hardy Co., New York City—Sta-Rite spark plugs.
134 Ajax-Grieb Rubber Co., New York City—Ajax tires.
143 Leather Tire Goods Co., Newton Upper Falls, Mass.—Non-skid covers.
153 Pennsylvania Rubber Co., Jeannette, Pa.—Pennsylvania tires.
154 Manufacturers Foundry Co., Waterbury, Conn.—Engine castings.
163 Standard Welding Co., Cleveland, Ohio—Tubing and electrically welded parts.
165 Badger Brass Mfg. Co., New York City—Solar lamps.
167 Diamond Chain & Mfg. Co., Indianapolis, Ind.—Diamond roller chains.
168 Pittsfield Spark Coil Co., Dalton, Mass.—Spark coils and plugs.
170 Whitney Mfg. Co., Hartford, Conn.—Whitney chains.
171 Hartford Rubber Works Co., Hartford, Conn.—Dunlop tires and "Rough Rider" grips.
172 A. R. Mosler & Co., New York City—Spark plugs.
210 New York Sporting Goods Co., New York City—Corbin coaster brakes and Pittsfield coils and spark plugs.
214 J. S. Bretz Co., New York City—U. & H. magnetos.
243 Charles E. Miller, New York City—Brampton chains and motorcycle accessories.
312 Randall-Faichney Co., Boston, Mass.—Webster gasolene gauges.
323 C. A. Mezger, Inc., New York City—"Soot-proof" spark plugs.
400-403 Bosch Magneto Co., New York City—Bosch magnetos.
404 Columbia Nut & Bolt Co., Inc., Bridgeport, Conn.—Lock nuts.
416 Sireno Co., New York City—Motorcycle siren horn.
500 Patterson, Gottfried & Hunter, New York City—B. & S. wrenches.
521 New Departure Mfg. Co., Bristol, Conn.—New Departure coaster brakes and ball bearings.

there the little machines made an impressive display, their grouping serving to convince the public that the young industry was of far greater importance than the uninformed had fancied was the case.

This good impression will be further strengthened by the forthcoming exposition, for in it the Motorcycle Section will be almost twice as large as before, the number of exhibitors having increased from fifteen to twenty-six, of whom nineteen will stage motorcycles; last year, there were but thirteen exhibitors of motorcycles and during the year two of the number amalgamated, and now will show as one. Only one importer who was present on the previous occasion will be missing and one other who then displayed motorcycles now will show motors only, so that the increase of motorcycle exhibitors is larger even than the figures make appear.

During the year, the Motorcycle Manufacturers' Association also came into being and its existence has been recognized by the promoters of the show in that the new organization will be permitted to share in any pro rata or other division of profits that may be declared. The association will hold a meeting at Hotel Breslin at 10 o'clock next Tuesday morning. Its officers are George M. Hendee, president; W. F. Remppis, vice-president; Percy P. Pierce, treasurer, and Fred C. Robie, secretary.

Of the 19 motorcycle exhibitors, six never before staged a machine in a New York show, although three of the six, Hornecker, Harley-Davidson and Crouch, have appeared at the shows in either Chicago or Boston, and their machines have been well known for a number of years. Although introduced to motorcyclists several months ago, the other three, Pierce, New Era and Midget Bicar, are making their public debut, so to speak, the latter representing the only new importation.

TENDENCIES AND DEPARTURES WHICH THE SHOW WILL DISCLOSE

Quite apart from the new comers, however, there never was a previous exhibition which held so much interest for motorcyclists or that promised such a wealth of new models or new features from old makers; and by new features is meant conspicuous innovation and not merely refinement of



GEORGE M. HENDEE,
President Motorcycle Manufacturers Association.

detail. Thus, there are Indians, Merkels, R-S's, Auto-Bis, Royals, Reliances and Yales which bear little or no resemblance to their predecessors bearing those names, although in the case of the three first named some of the former models are included in the respective 1909 lines, and even in the case of their new machines, the power plants are substantially the same as heretofore, which is true of the Auto-Bi also. The Royal, Reliance and Yale have been remodeled in every detail.

The altered appearance of these machines is due chiefly to the adoption of the trussed or double bar frame which has been employed on the Curtiss, Torpedo and several other American motor bicycles for five or six years past and which since has been extensively taken up and exploited by foreign manufacturers. This type of frame has necessitated new forms of tanks and new positions for motors and other equipment which makes the alterations more apparent and real. In every case the motor has been placed in a loop or cradle of some sort and the tanks stowed between the double bars. The Merkel, Harley-Davidson and nearly all of the other machines which previously employed a loop frame but without the double bar have added the extra tube.

The general movement toward this style of frame, with the resultant change in tank shapes and positions, is of course one of the most well defined tendencies of the trade. The twin motor has made undoubted advances but not to such a great extent as once seemed probable; the single cylinder appears in no danger of being dislodged from popular favor and as generally speaking it is marked by an increase of power, there is less likelihood of its being engulfed in a demand for twins. The latter also have been increased in power, where it was possible, and in a number of instances have become so large and so powerful that they are likely to frighten away the ordinary life-loving individual; most of the big ones hug the F. A. M. limit of 61 cubic inches as closely as possible. While the mechanically operated inlet valve has gained converts, the automatic valve remains overwhelmingly in the majority. The appearance of the Pierce with a four cylinder engine and a Curtiss with a "triple" is worthy of remark, though they cannot be to constitute a tendency. Frames generally are lower and anything above 20 inches now may be termed "high." Two new spring frames will make their appearance at the show—the Torpedo and the Auto-Bi, the latter being of particularly radical design. There has been a general "tuning up" of spring forks but no marked change in their general principles.

In respect to transmission, the 28 degree V-belt finally is in the acsendency; there now are but three or four makers of belt driven motorcycles who have not adopted it or who will not supply it and the fact that for the first time, an Indian, a Thor and an R-S provided with such a belt are obtainable appears to constitute a tendency toward belts generally although the chain driven models of those brands are still kept in the fore front as the leaders of the respective lines. The Torpedo exhibit will constitute the only all-chain exhibit at the show, just as the Pierce and F. N. displays will "stand out" because of their exploitation of shaft transmission; in the F. N. single, the use of sliding change gears in connection with the shaft constitutes one of the two most revolutionary features of the show; the other is the Royal motor with its horizontally operating tension valves.

Only slightly less marked than the tendency to belts is the trend toward the ad-



PERCY P. PIERCE,
Secretary Motorcycle Manufacturers Association.

justable or variable gear pulley. It is known that at least five of them will be in evidence and it will not be surprising if that number is increased.

Force feed lubrication will be found to have more advocates than ever but that a trend toward mechanical lubrication exists is undoubted. The new devices of the sort employed on the Pierce, Merkel and Royal will be among the most interesting developments of the show.

The magneto has made a giant's stride toward popular favor and appears to have sounded the doom of dry battery ignition. While not yet in general use, save perhaps on twins, there seems no way or reason for stopping the advance of the magneto. Although for driving it, chains have given way to gears, in the methods of positioning it and disposing of the gears, designers are further apart perhaps than in any other one detail and not all of them have wholly succeeded in pleasing the eye and none has thought it worth while to house or otherwise protect the instrument itself. The matter of positioning has been solved on

the Excelsior and the Harley-Davidson in a particularly neat and effective fashion, a special shelf for the magneto having been cast on the motor base itself.

Larger tires—2½-inch now is the standard—wider mudguards and the use of stands as a part of the regular equipment are other marked tendencies.

Of machines that in general design and appearance depart from the conventional standards and that "stand out" because of the fact the two that surely will prove the most striking are the New Era with its "chair seat" frame and saddle and running boards instead of pedals and the Midget Bi-car with its channel iron frame and swinging motor.

But one American manufacturer has given the subject of light weight models consideration, and excepting the new Curtiss, the only ones at the show will be European productions, the F. N. single and the new N. S. U. light twin, the former with its shaft drive and sliding gear weighing but 120 pounds, and the latter with its two cylinder engine tipping the beam at only 100 pounds, or thereabouts.

SUMMARIZATION OF THE NEW MODELS AND THE NEW FEATURES IN PROSPECT

Wherein Indians Have Been "Spruced up."

With an array of Indians having trussed loop frames with square fuel tanks and at least one of them equipped with a V belt, the exhibit of the Hendee Mfg. Co. will appear not unlike a refurnished home to the "elder statesmen" of the numerous "tribe." At least two of the old Indians with their diamond frames and crescent tanks over the rear mudguard and which made the fame of the Indian widespread and secure, will be in evidence but they undoubtedly will be overshadowed by the new comers which are fully up to the Indian standard and which, following the Hendee custom, were not placed on the market until they had been given a year's test on the track and in road competitions. Aside from the new frame design and tank there really is nothing radically different from the previous Indians. The power plant, except in respect to the valve mechanism, is almost unchanged and the same is true of carburetter, roller chain transmission and method of force feed lubrication. The valves are larger, the valve gears wider and stronger and in the twin models one cam operates the mechanical valves while another cam similarly functions the exhaust valves; the lifting mechanism also has been improved. Mechanical valves have been adopted as the standard of the entire line of Indians. The oil gauge which previously was attached to the base of the motor also has been discarded and for it has been substituted a heavy plate glass window, arranged in the base, through which the depth of oil may be readily seen. In the lowest part of the base an oil pocket has been formed and which is designed to contain a surplus supply of oil into which the fly wheels dip on every revolution, thus assuring a constant lubrication. The Indian frames, by the way, have been lowered to 19 inches and the wheel base lengthened to 53 inches, the frame tubes being greatly strengthened by a continuous reinforcement of an internal bridge plate of steel, conforming to the longitudinal lines of the frame. A back-pedaling band coaster brake is one of the other important new features. To say nothing of tri-cars and vans, seven Indian bicycles will constitute the new line, which ranges from 2¾ to 7 horsepower.

Thor to Exhibit Working Cut-away Model.

Six different models of complete Thor motorcycles, and a wonderful working model with not merely a cut-away motor but with cut-away sections of handle bars, frame, carburetter, transmission, etc, all operated by an electric motor, will comprise the display of the Aurora Automatic Machinery Co., and will make it a source of interest and education that is not to be gainsaid. The six Thors will comprise three each of single and double cylinder machine, the singles being 2¼, 3 and 3¼ horsepower. The twins are all 6 horsepower, two of them with gear transmission and one other with belt. The majority of these models embody the double bar, loop frame construction, while a new conception adapted to the frame is a clamping device for holding the seat post in position and preventing it from slipping or twisting out of line. On the belt drive model is included an oil splash protection and the shaft to which the motor pulley is attached runs in a double set of roller bearings. Larger valves and larger exhaust pipes, and an entirely new oiling device also are included in the refinements. A departure in the magneto models in the positioning of the magneto which is secured to a platform cast on the motor base itself. In addition to the Thor motorcycles the Aurora Automatic Machinery Co. will show improved designs of their Aurora spring forks and Thor pneumatic cushioned forks, the latter having had the stroke of the piston increased 50 per cent. In addition to the regular V-shaped handle bar, a new design bar, designated as the Thor Standard, will be offered as an option.

The Refinement of the Excelsior.

But few changes have been deemed necessary or advisable in the Excelsior for 1909, and those modifications that have been made are in the nature of refinements rather than departures. Four models of the Excelsior will be staged, consisting of two models with 28-inch wheels, and battery and Herz high tension magneto ignition respectively, and two models with 26-inch wheels, respectively, employing battery and magneto ignition; the magneto is particularly well positioned, being secured to a shelf or platform cast on the motor base. In the 26-inch models, naturally the frame and forks have been modified to conform to the smaller wheels. One of the minor improvements in the motor is the adoption of a crank case pressure equalizer, designed to entirely eliminate leakage of oil, the nearest approach to a departure being the form of the seat post cluster and the seat post, which latter, instead of being inserted in the vertical tube, is inserted in the top tube, thereby affording a lower frame position. The battery box is retained in the magneto models, but is provided with a hinged door, and arranged to carry extra tires, tools or even clothing. One other minor refinement is that the mud guard braces have been modified on both the front and rear wheels and are now flat steel and in each instance secured to the frame independent of the axles.

About the Lights and the Merkels.

Due to the intermarriage of the Merkel and the Light companies, the motorcycles bearing both of those well known names will be for the first time shown side by side in the same booth. The Lights will be presented practically unchanged, as last year they employed the double bar, loop frame, combination tank and other features that since have attained popularity. They will continue to mount Thor motors and chain transmission and will be offered in three models, two singles and a twin. The Merkel, the belted branch of the family, has been enlarged and hereafter will consist of three models. They will be constituted of two 3½ horsepower singles and a 7 horsepower twin. On one of the singles, which will be furnished only with battery ignition, the old single bar frame will be employed; the other two, on which the option of battery or magneto will be afforded, will be characterized by an entirely new frame of the trussed or double bar pattern; the magneto will be driven by enclosed gears instead of by chain as heretofore. A new trussed spring fork and a tank of new design will be new features common to all.

The Merkel ball bearing motor of course will be continued, but has been improved in respect to valve construction and several minor details. The means of lubrication will be entirely changed and will mark a departure from present methods. It will be of a mechanical system contained within the crank case, in the side of which a glass window has been arranged. Flat belts will give way to V belts and an adjustable pulley and a back-pedaling band brake will become regular features of the Merkel line.

New Spring Frame a Torpedo Feature.

With the exception of a spring frame identical in principle to its spring forks and reinforced bracing on its trussed loop frame

the Torpedo motorcycles will appear not unlike their 1908 predecessors, including three single cylinder models of 2¼, 3 and 3 horsepower, and one 5 horsepower twin. The most notable innovation is the development of the spring frame which is of the straight plunger type and similar in principle to the distinctive Torpedo forks. In the case of the twin the truss frame has been braced to resist the added strain, the braces running one from the lower cross tube to the seat mast and the other to the diagonal tube. Longer handlebars of original design and fitted with Rough Rider grips also have been adopted. They are of a modified V pattern with the rear portion slightly dropped and offset to afford a more natural and more comfortable position. The grip control mechanism has been modified to conform to the new bars. Another new feature is a double muffler, for which is claimed entire absence of back pressure. Thor motors and carburetters constitute the power plant.

Greyhound with Radical Spring Frame.

Because of the adoption of a radical innovation in spring frames, the Auto-Bi, which henceforth is to be styled the Greyhound, appears more strikingly altered than really is the case, for the main frame is identical with that of last year, the spring frame being practically a separate and supplementary structure which is ingeniously hinged to the main frame. It is a radical departure from general practice and as such must command notice. In nearly all other respects the Auto-Bi-Greyhound incorporates comparatively minor changes. The inclined motor with outside fly wheel and with the carburetter attached directly to the head of the engine is retained, but the commutator has been remodeled and the exhaust valve mechanism slightly improved. In the matter of lubrication, drip feed has been augmented by a supplementary feed pipe from tank to motor base. Chain-belt transmission is continued, but has been made heavier and stronger. A stand attached to special lugs on the rear fork ends constitutes one of the additions to the regular equipment.

Sliding Gears New Feature of F. N.

For once the Ovington Motor Co.'s exhibit will not be dominated by the F. N. Big Four, a single cylinder light weight F. N. employing a shaft drive and two-speed sliding gear transmission having made its appearance and in respect to its transmission being so revolutionary as to quite overshadow its "big brother." While retaining the essential features in frame construction that marked the belt-drive F. N. lightweight that was exhibited at the last show, the resemblance ceases with the frame. The engine construction is similar to that of some automobiles using the same type of drive, as the outside fly wheel of the engine is set at right angles to the plane of the two wheels of the motorcycle. Three universal joints are employed in construction of the driving mechanism, the first separating the flywheel and clutch mechanism from the gear box, the second between the gear box and the shaft drive and the third between the shaft and the rear driving gears. The remarkable feature of the new F. N. lightweight, however, is the sliding gear transmission, affording direct connection with the rear wheel at either high or low speed. On the high speed the ratio is 1 to 6, and on low speed it is 1 to 10. Other features are fixed high tension magneto ignition, both mechanical and hand oilers, and luggage carrier and stand similar to that furnished with the F. N. Big Four which, of course, also will be exhibited.

Curtiss's "Triple" and Lightweight.

In addition to the familiar double bar twin and single, the Curtiss exhibit will be distinguished by the most powerful and the only three cylinder motorcycle in the show, and by the only American lightweight, both of which will be shown for the first time. The "triple" is rated at 10 horsepower, its cylinders being set on an angle of 50 degrees with the inlet and exhaust valves arranged on the side. The lightweight, styled the Wehman model, and mounting a single cylinder engine, is said to tip the scales at less than 120 pounds; its unusually low frame—17 inches—is its distinctive feature. In all other respects, the Curtiss line is unaltered, save in minor points, a new muffler with a funnel shaped ejector, a new design of V handle bar and an improved form of V belt transmission, which is said to employ fibre, are about the nearest approaches to departures from previous practice.

New Things in the N. S. U. Line.

The well known N. S. U. line for 1909 will include several new models, pre-eminent among which is a lightweight moderate powered twin, weighing only about 100 pounds—a type of machine which some good judges believe ultimately will meet with a large degree of favor. The new comer is a mechanical valve machine of 3 horsepower, weighing but about 100 pounds, including a Bosch magneto. Among other things, it will incorporate a self-reducing gear which while permitting the use of a large pulley will yet add to the hill climbing capacity of the machine and permit of that slow pace which is so necessary and desirable on many occasions. Grip control and a hinged rear mud guard will be included in the new features, the hinged guard in combination with specially designed fork ends greatly facilitating the removal of the rear wheel when it is desired to remove it for the repair of punctures or for any other purpose. The specifications of the new comer include spring forks, rubber belt, foot brake, rim and band brakes, foot rests, stand and luggage carrier. Three of the 1909 N. S. U.'s have been given an essentially American designation; they are styled the "F. A. M. Endurance Models," and practically are duplicates of the three N. S. U.'s which obtained perfect scores and gold medals in the last F. A. M. endurance contest. They are lighter in weight and have shorter and lower frames than the standard touring models and are equipped with dropped saddle posts, which afford a low riding position. These endurance models are provided with 3 and 3¾ horsepower single cylinder motors and 6 horsepower twins. The standard touring models will be offered in the following horsepowers, 3, 3½ and 3¾ singles and 4, 5 and 6 twins. They incorporate several minor refinements and will be equipped with a convertible stand and luggage carrier. The N. S. U. line will be rounded out with the 1½ horsepower lightweight and 3, 6 and 7 horsepower racers. Mechanical valves and magneto ignition will be the standard on the entire line.

How the Harley-Davidson Differs.

The adoption of a double bar frame and the choice of either V belts or flat belts constitute about the most important apparent changes in the Harley-Davidson line, in which only minor refinement was found possible. The single cylinder motor has been increased to 4 horsepower, and in the case of the twin with magneto, the improved method of mounting the magneto upon a platform cast on the motor base itself has been adopted. Double grip control, the addition of a spacious metal tool case under the battery box between the rear mud guard and seat post tube, and an attached stand which swings up under the rear mud guard when not in use, are other new features of the 1909 product.

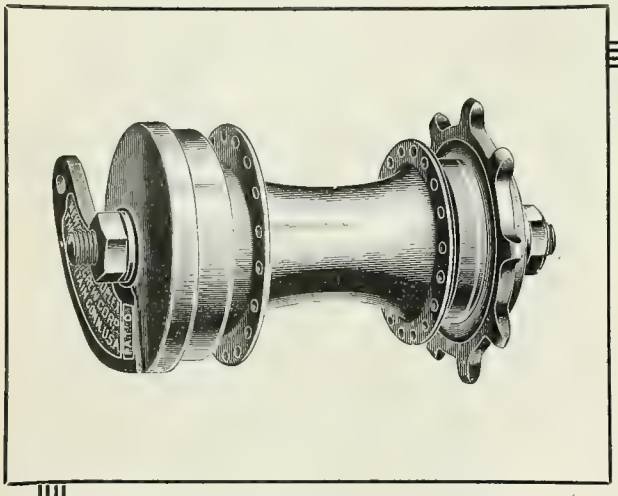
The Only American Four Cylinder.

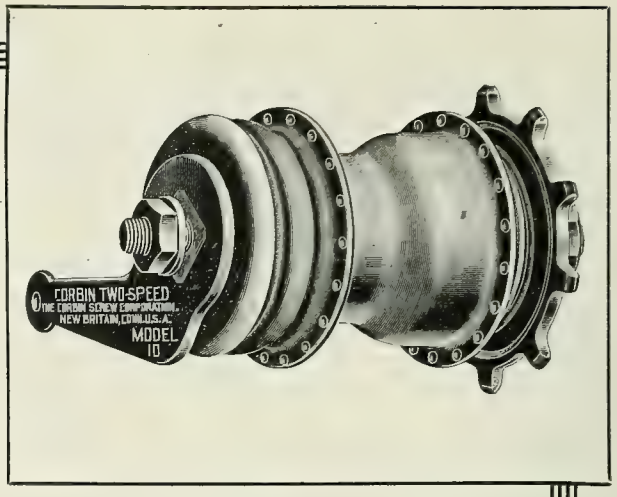
As the only American four cylinder and shaft driven motor bicycle, the Pierce naturally is in a class by itself, and apart from its 6 horsepower engine, in which the cylinders are cast separately, and the bevel gear and shaft transmission, it is distinctive in appearance and incorporates several notable departures of which the method of lubrication is the most striking. It is entirely automatic, a gear pump located in the forward part of the motor base forcing the oil directly to the various bearings and in quantities proportional to the speed. A band brake is another distinctive feature, while the size of the frame tubing will make the Pierce "stand out" in any crowd. The tubes are 3½ inches in diameter and serve the purposes of tanks, the fuel supply being carried in the top and seat post tubes and the oil supply in the diagonal tube.

Fourteen Models in R-S Line.

The Reading Standard Co.'s exhibit will comprise no less than fourteen models, consisting of loop and diamond frame motor bicycles, delivery vans, tandems, tricycles and chair cars, affording a range in horsepower from three to seven and one-half and embracing prices from $185 to $425. Several radical changes also are manifest in

Continued on page 598





After all is said and done, that oft-repeated remark

"There is nothing so good as the Corbin"

about summarizes the coaster brake situation.

Whether applied to

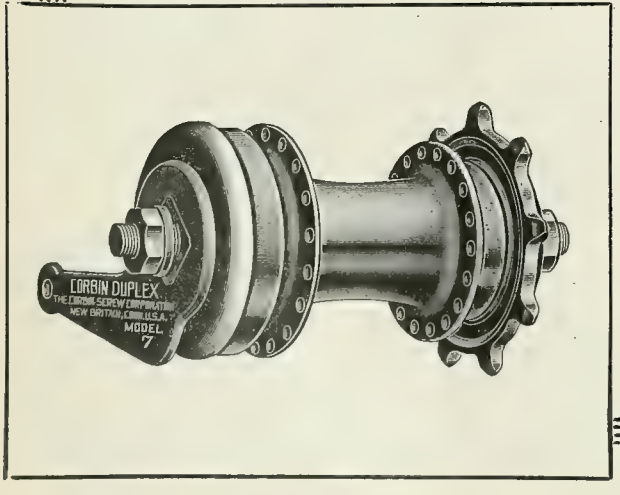
Bicycles or Motorcycles

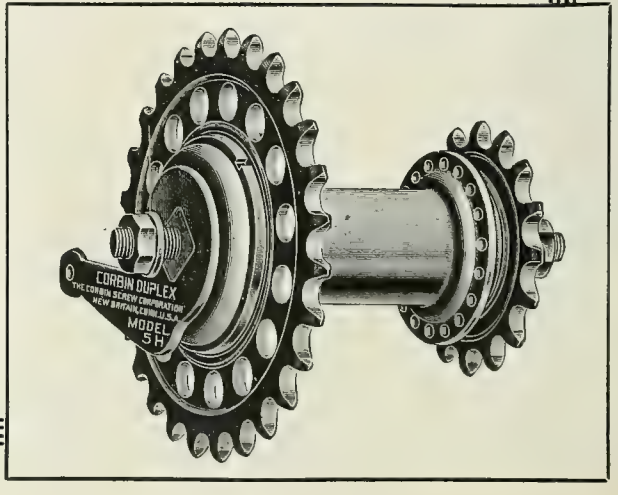
the truth of the remark has been abundantly proven. "The Corbin way" long has been demonstrated to be the right way.

CORBIN SCREW CORPORATION

NEW BRITAIN, CONN., U. S. A.

LICENSED COASTER BRAKE MANUFACTURERS.





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NEW YORK, JANUARY 16, 1909.

The Virtues of Silence.

Motorcycle manufacturers are quite generally agreed that the open muffler nuisance has contributed more than anything else to unfavorable "noisy little thing" opinions which exist in many quarters—too often in newspaper offices.

Each year the "silent muffler" has made its appearance but despite the fact, the noise of the exhaust has continued with scarcely audible reduction and practically nothing has been accomplished in the direction of undoing the damage caused and correcting the unfavorable impression that remains in the public mind.

The man who "likes the noise" seems to require that amusement quite as much as the infant requires a rattle and he has remained unpleasantly numerous and with as little regard as ever for "the good of the cause" or for the nerves of the public.

How to subdue him long has been the problem.

What appears to be the most effective answer is that made by the manufacturer who just has announced that henceforth his motorcycles will be provided with mufflers that are minus cut-outs, in other words there will be no way of opening them and permitting the irritating noise to disturb the public.

It is a sad blow at the child-man who "likes the noise", but it appears to be a stride in the right direction and the manufacturer is entitled to praise for having the ccurage of his convictions.

Practically all of his competitors will contend, as he contends, that their mufflers are such that no loss of power and no back pressure results from keeping them closed and if they are sincere in their assertions, the question naturally folows: Why then provide the mufflers with a cut-out? As it has proved harmful to their interests, and if it serves no good purpose, what sound reason exists for its retention?

Our own opinion is that opening the muffler chiefly is a bad habit, or an exhibition of bad manners, akin to picking teeth or cleaning finger nails in public, and if manufacturers can put an end to the habit by making it impossible none will gain more than themselves. In half a dozen years we doubt that we have opened the muffler of our machine as many times. It as well might not have a cut-out for all the use that has been made of it.

The practically silent motorcycle is a consummation much to be desired. When it arrives it will attract attention and quickly earn a reputation simply because of its silence.

At this very moment, there is no other feature likely to appeal with such force to the general public.

The Bicycle for Police Duty.

It would seem that the year's work of the bicycle squad attached to the Indianapolis police department, which is summarized in another column, should be sufficient to attract the notice and receive the serious consideration of the authorities of every other city in the country. It lends weight to what the Bicycling World repeatedly has contended, i. e., that one policeman awheel is equivalent to three policemen afoot.

Of 11,000 arrests made during the year, the twelve men comprising the Indianapolis bicycle squad, or emergency branch, as it is styled, placed 2,543 to their credit, or more than twice as many as any other branch of the service. The nature of the arrests indicate that unlike New York and most of the other cities employing bicycle policemen, the Indianapolis squad is not merely ornamental or useful chiefly for chasing violators of the speed laws, indeed they appear not be used at all for the latter purpose. Instead they gathered in the more dangerous malefactors, from murderers and burglars to petty larcenists.

It is an impressive exhibit of the public usefulness of the bicycle; and there is no room for doubt, that the service it has rendered in Indianapolis it is capable of rendering in every other place. When the will exists, the way to make it an almost invaluable arm of the service is abundantly plain. Its compactness, its lightness, its economy, its ever-readiness, its speed and its silence combine to make it such an arm.

There is no police department large or small which cannot be made better by the use of the bicycle. The tiniest town, supporting two constables, can have its measure of protection increased three fold by mounting the men on bicycles, while in big cities like New York, where the cry constantly is for more policemen, each of whom adds to the taxpayer's bill, the increased protection is at all times available at infinitely less cost merely by mounting on bicycles a quota of the men who do duty afoot in those many large sections of the city adapted to the use of the silent little two-wheeler. Mounted on bicycles, patrolmen who now complain that their posts are so long that they have time only to patrol the main avenues and who guard the side-streets merely by looking at them as they pass on patrol, could in about the same time they now walk one length of their posts crisscross every side street and give the residents thereon their full due. With sergeants making their rounds on motorcycles five or ten times as often as now and thus keeping the bicycle cops on their jobs a very much more efficient police force is easily possible anywhere. If it be held that the two-wheeled vehicles are at a disadvantage when snow is on the ground it may be said that on such comparatively few occasions, the service cannot be less efficient than when the men do duty afoot.

Indianapolis has demonstrated what the bicycle can do and to our mind not all of its advantages yet have been developed or turned to practical use.

Unless those in authority look sharp and act quickly, they may awaken to discover that the State of Vermont has added to the weight of the motorcyclists' burden. The lower branch of the legislature already has passed a bill which taxes motor vehicles according to their horsepower, $5 being the minimum tax.

FORESHADOWS OF THE SHOW.

Continued from page 595

the R-S line, notably the addition of loop frame models with the option of belt drive, and an option of hand-starting free engine in the delivery van. With the exception of the loop frame model, which in itself entails some changes in construction, the general design of the R-S has been continued despite minor changes in the tank, battery box and the adoption of vertical pneumatic spring forks of several of the models. The motor which of course retains its mechanical valves, has been refined in several particulars, changes having been wrought in the explosion head, the base, the wrist pin, the piston—which now has three rings instead of two—and in the circuit breaker, the last-named being operated from the cam gear shaft. The carburetter, too, has been redesigned.

Motorcycle Without a Muffler Cut-out.

In the M-M line the most radical departures from previous practice are offered as options and not as part of the regular equipment, i. e., an adjustable variable gear pulley and a 28 degree V belt, the American Motor Co. hitherto having employed a flat belt exclusively. Of the features of the regular models one that, while essentially a minor point, but yet of far reaching influence, is a muffler without a cut-out. Generally speaking, only minor improvements of this sort have been found possible, among which is the adoption of a conical piston head in the motor, designed to eliminate the collection of oil and carbon; magneto equipment on two models, and a new method of driving the magneto at cam shaft speed which is quite a problem with two cylinders set at 90 degrees, as is the case with the M-M twin.

Royal with Radical Departures.

Of the remodeled motorcycles that will be in evidence, on none did the hand of the redesigner operate more thoroughly than on the Royal. It was rebuilt from motor to mudguard and bristles with a number of truly exclusive features. The new frame is of the double bar type, but the loop in which the motor is mounted forms a part of the exhaust pipe and in connection with the muffler should prove an effective silencer. In fact, the Royal muffler also is made without a cut-out. There are two tanks, one for fuel, the other for oil, but they are so cleverly telescoped that they appear to be but one. The motor, while being of attractive design, bristles with departures. It not only incorporates annular ball bearings of automobile size, but the valves and their mechanism are wholly unlike those in general use. Both the inlet and exhaust valves and their springs are duplicates and are interchangeable; they are located in the head and are mounted horizontally instead of vertically as usual and are operated mechanically by tension rods instead of push rods. The piston is dome shaped and the spark plug is mounted in the center of the head. The method of lubrication also is distinctive, being a combination of the splash and centrifugal systems and a window in the motor base permits the oil supply to be readily inspected. The carburetter is an imported device and is attached directly to the engine, no piping being employed. Bosch magneto ignition will be exclusively employed.

The Most Novel Motor Bicycle.

Undoubtedly the most novel motor bicycle at the show will be the New Era, recently placed on the market by the New Era Gas Engine Co., Dayton, Ohio. After a fashion, the New Era may be styled a two-wheeled automobile, for it is without pedals, and the engine is started with a hand crank. A two-speed gear operated by means of levers on the footboard as well as a brake lever and muffler cut-out button are radical features of this new machine. The spark and throttle are controlled by the right and left grips, respectively, and the transmission is by chain direct from engine to rear wheel on the high gear. Instead of the conventional saddle the New Era is fitted with an anatomical form seat, made of pressed steel and supported by three spiral springs attached to the top bar of the frame.

Midget with Channel Iron Frame.

Another machine, which, because of its novel frame and the absence of pedaling gear quickly will catch the eye, is the Midget Bicar, which will be shown by the Walton Motor Co., who control the sole rights for the sale and manufacture of the machine in North America. The Midget Bicar, is made in both single and twin cylinder models, respectively employing 3½ horsepower and 5 horsepower mechanically operated engines. Power is transmitted by V belt. The design of the Midget Bicar is distinctive, as the lower diagonal or loop usually employed in motorcycle construction is eliminated, and all parts except the motor are enclosed. The metal used for the frame also is unusual, channel steel instead of tubing being employed. Another distinctive feature is a swinging device which permits the engine to be swung clear of the frame for inspection. The absence of pedaling gear and the design of the rear brake permits the rear wheel to be removed from the frame merely by loosening three nuts, and the unique form of stand allows either the rear or the front wheel to be jacked up when tire repairs are necessary.

Yale with New Frame and New Motor.

The Yale is another machine which has been entirely rebuilt, and which will be displayed in its new form. It now is of the double bar pattern, and has a 3½ horsepower motor of conventional design instead of the underpowered engine with outside fly wheel previously employed. It is one of the very few machines which still retains a flat belt, which, however, is unusually wide —1¾ inches.

Crouch also is Greatly Altered.

The Crouch also will make its appearance in new form—double bar loop frame with round tank between the bars and with a 3 horsepower motor. A spring fork, a grip control and a battery case are among its new features. The flat belt is retained.

Reliance with Twins and New Valves.

The Reliance line will be found to have been considerably enlarged, several new models having been added. It already was characterized by the trussed frame, but for the first time models with twin engines, mechanical valves and V belts will be shown.

Sundries in the Motorcycle Section.

In addition to the exhibits of motorcycles and the Bicycling World's booth, the motorcycle section will be made up of F. A. Baker & Co., who have added several new accessories to their line; the Eclipse Machine Co., who will demonstrate their new springless, lever-principle coaster brake; the National Sales Corporation, who will exploit Peugeot motors; the H. & F. Mesinger Co., whose saddles fitted with shock absorbers will be given their first public view, and the Motor Car Equipment Co., who have a long and varied assortment of imported accessories, a number of which are fresh from Europe.

Accessories in Other Departments.

Elsewhere in the big building, however, a considerable number of articles of a motorcycle nature will be displayed. G & J, Morgan & Wright, Dunlop, Empire, Goodyear and Pennsylvania tires, all will be displayed in connection with their makers' automobile productions. Whitney, Diamond, Duckworth and Brampton roller chains; Bosch, Herz and Bretz's U. & H. magnetos; Splitdorf, Pittsfield and Connecticut coils and plugs, and Starite plugs; the new Solar headlight; the Sager cushion fork; Corbin and New Departure brakes, and the Jones speedometer, all are among the wares that will be found in the exhibits as specified in the summarization.

New Emblems at All-Emblem Show.

The Emblem motorcycle will make its reappearance at a "show" of its own which Manager Shack, of the Emblem Mfg. Co., will "conduct" in the Victoria Hotel, New York. It will reappear as an "all Emblem" machine, too, and with the fashionable double bar loop frame with the tank between the bars and a combination coil and battery case of new design secured to the top of the upper tube; merely by removing two nuts the rider may "inquire within." An invisible feature of the frame is the reinforcement, which is of triangular shape and extends the full length of the tubes. The motor is ball bearing and has mechanical valves. Two single cylinders will be listed —3½ horsepower at $175, and 4 at $200.

GOING GREAT GUNS AT BOSTON

Series of Sensational Contests Including Two Match Races—MacLean Beats Bedell; Root Trounces Bardgett.

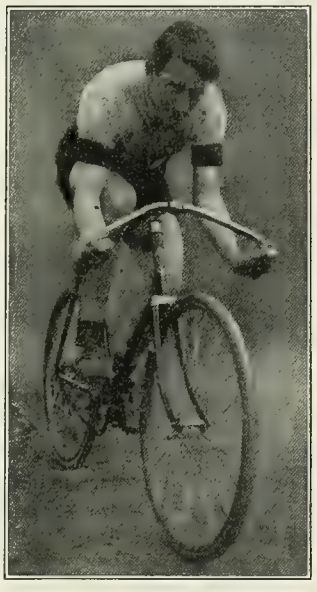
Manager Alexander Hamilton MacLean furnished the patrons of his Park Square Coliseum an all-star show at Boston on Saturday night last, 9th inst. There was not a dull moment from the rise of the curtain to "lights out", and a crowded house voiced its approval of the best racing seen in the Hub this season.

Hugh MacLean and Menus Bedell were billed as the headliners and although their motorpaced match was the best that has yet been held, the other events drew just as much applause. MacLean found in Bedell the toughest proposition he has stacked up against since the Park Square Coliseum opened and Norman M. Anderson showed championship class by winning the ten miles open professional, the third successive victory in that many weeks. Edward F. Root defeated Walter Bardgett in their match in two straight heats, while George Cameron took first money in the half mile handicap. A dead heat between Walker of Australia and Mackay, the Newark ex-amateur, resulted in the "pro" consolation, while Halstead, the California "millionaire" amateur, again played horse with the Bostonians, and won about as he pleased. Altogether it was the largest, most diversified and mose exciting card of races that has been held this winter. For a wonder there was not a single accident and not a rider received the slightest injury.

The Root-Bardgett match resulted in considerable money changing hands as it was an even toss when the men breasted the tape for the first heat who would win. Root won the first heat—a half mile sprint—but the referee declared it no race, as Root cut down on the pole too soon after passing the Buffalonian. A snail's pace was maintained for a lap, when Bardgett warmed up. At two laps to go Root jumped, but Bardgett fought him off to the turn, where the Melrose rider got by. It was in taking the pole that the trouble occurred. In the runover Root assumed the lead at the start and the blonde New Englander certainly rode a pretty race. Bardgett made a herculean effort to pass, but was not successful, and Root won by a length.

The second heat was a mile pursuit, with Bardgett on the tape and Root on the backstretch. Pursuit riding is anything but Bardgett's forte and when he gained in the first half mile, the spectators gave him a cheer. Root's strength told, however, and in the remaining distance he plugged ahead and won the heat and match by a quarter of a lap.

MacLean and Menus Bedell got away to a flying start, the former at the tape and the latter on the backstretch. Both the Chelsean and the Newarker were in fine condition and the first mile was a sizzling one. Contrary to the usual order of things Bedell began to gain from the start and although the champion dug away at his pedals as though his life depended upon it he could not hold the Jerseyman. On the fifth mile Bedell's saddle broke, but according to arrangement he was allowed to change bicycles without loss. Bedell was then one-quarter lap in the lead. When fairly under way again a half lap separated the pair and MacLean began his hardest ride of the season. His reckless disregard of safety resulted in a steady gain and at seven miles he went alongside the Newarker. The latter tried to fight him off but



ALFRED HALSTEAD

the champion was not to be denied and passed. On the ninth mile Bedell unwound a splendid sprint that carried him up to the Chelsean, but the latter had plenty in reserve and his opponent was forced back. From that point MacLean gained and at fifteen miles had a lead of one lap. Bedell, however, was by no means done and on the 18th mile he regained a quarter of a lap of the distance lost, the men at that time being an even half lap apart. Bedell made a great finish and every lap found him regaining several yards. In the last mile he tried hard to overhaul the champion but the best he could do was to get within 20 yards. The latter distance and the quarter lap won by MacLean after Bedell changed bicycles was all the Chelsean won by, a matter of about 65 yards. The time for the 20 miles was 33 minutes 32 seconds.

The ten miles open resolved into a "goall-theway" affair from the moment Ben Hill started after half mile prizes. The Newark rider collected three before the others got on his trail. Tommy Smith took two of the specials and competition then became keen, Walker getting four, Logan, DeMara and Connolly one each, and Bardgett and Hill two each. The last mile resulted in one of the greatest finishes ever witnessed in Boston. On the second lap Bardgett went to the front, carrying Krebs, and he set a hard pace for four laps, when Wiley tried a hard stab from the rear. It caused a wild jump from John Bedell, who went around Krebs, despite the efforts of the latter to fight him off. DeMara then thought to put a ring around Bedell but was foiled. When the field was on the backstretch of the second last lap, the crowd suddenly rose from the seats and let out a hoarse roar, for Anderson was charging, like a bull, upon the outside of the long line of riders. The brilliant attempt of Anderson and the game efforts of Bedell to hold him off will be remembered for some time. Anderson had considerable distance to make up when he began his ride and although each rider tried to fight him off there was no withstanding the Dane's rush until he came alongside Bedell, when speed met speed and the frenzied spectators yelled themselves hoarse. Bedell met the onslaught and Anderson dropped back. The plucky Dane was not through, however, for at one-half lap to go he returned to the fray, got even with Bedell and they entered the stretch neck and neck. Bedell made plucky resistance and for a second a dead heat seemed inevitable. It was only for an instant, however, for in a dying jump Anderson leaped forward and snatched the victory by a scant six inches, with Mitten only eight inches behind Bedell for third place. It was a great finish and the applause was equally for Anderson, Bedell and Mitten.

In the final of the half mile handicap DeMara and Krebs were on scratch while McPartland started the going from the other extreme—95 yards. The latter rode hard from his mark and it was not until a half lap from the tape that the field caught him. Cameron won in a hard brush with Lake and Logan, who finished second and third, respectively.

The mile consolation for professionals brought a great finish between Gordon Walker, the Australian, and Dave Mackay, the Newark ex-amateur. It was so close the judges called it a dead heat and Walker and Mackay divided the money. Tommy Smith was a close third.

One of the latest recruits to the band of amateurs who apparently can live without working is Clarence Carman, who lives in Jamaica, L. I. Clarence showed up in the five miles open for socalled amateurs, along with Halstead and the Boston clique. Regardless of this part of the question the race was a good one. Halstead went so fast after the first mile prize that he continued and took two more before he slowed and allowed Carman to get in the money. The going was so fast that Halstead, Morgan, Carman and Bussey went for a lap and all except McKinnon and Hayes were tagged, a lull in the fourth mile saving the two riders named. In the last mile Halstead went to the front and as usual there was not one rider that could go around him, with Carman protecting his rear wheel.

Morgan was content to finish third and Bussey fourth. The summaries:

One-half mile handicap, professional—First heat won by W. L. Mitten (45); second, George Wiley (55); third, Thomas Smith (60); fourth, Floyd Krebs (scratch). Time, 0:59⅗. Second heat won by George Cameron (50); second, Dave Mackay (40); third, Bob Lake (70); fourth, Walter DeMara (scratch). Time, 0:58. Third heat won by P. F. Logan (45); second, Fred Hill (30); third, Hugh McPartland (95). Time, 0:56⅖. Final heat won by George G. Cameron, New York City; second, Bob Lake, Boston; third, P. F. Logan, South Boston. Time, 0:56⅖.

Five miles open, amateur—Won by Alfred Halstead, Sacramento, Cal.; second, Clarence Carman, Jamaica, N. Y.; third, Morgan, Boston; fourth, W. H. Bussey, Brockton. Time, 12:52⅗.

One-half mile match between E. F. Root, Melrose and Walter A. Bardgett, Buffalo—First heat (half mile sprint) won by Root. Time, 1:15⅕. Second heat and match (one mile pursuit) won by Root. Time, 2:04⅘.

Ten miles open, professional—Won by Norman M. Anderson, Denmark; second, John Bedell, Newark; third, W. L. Mitten, Davenport, Iowa. Time, 23:09.

One mile consolation, professional—Won by Gordon Walker, Australia, and Dave Mackay, Newark, dead heat; third, Thomas Smith, Newark. Time, 2:18.

Twenty miles motorpaced match—Won by Hugh MacLean, Chelsea; second, Menus Bedell, Newark. Time, 33:32.

Wills Hurt, but Again in Shape.

While training for his match race against Elmer J. Collins, which is scheduled for tonight at the Park Square Coliseum, Boston, Albert Edward Wills on Tuesday had a bad fall which sent him to the Emergency hospital in an unconscious condition. Wills was following Charles Turville's motor at the time, and a punctured front tire was the cause of the spill. Fortunately Wills had his headgear on or he might have fractured his skull. A deep gash over the right eye was his only injury, and after remaining at the hospital overnight the little Englishman showed up at the track the following afternoon for a workout. The distance of the Wills-Collins match is 20 miles. The professional sprinters will make the going in a 25 miles open with five mile prizes, and in a half mile handicap, while the amateur event will be a five miles open.

Octogenarian's Record 5,133 Miles in 1908.

"For years may come, and years may go, but time rolls on forever." So does Thomas W. Davis, the Peoria (Ill.) octogenarian-cyclist. Although the "Grand Old Man of Peoria" may not be the oldest living cyclist it is doubtful if any man of his age can point to such a record. Davis, who will be 81 years old the 2nd day of March, last year rode 5,133 miles, his lowest yearly mileage since 1891. Since he began riding he has covered 132,434 miles.

BUTLER'S WINNING STREAK BROKEN

American Rider Meets Defeat in Match Race with Parent—Incidentally the Frenchman Slashes a Record.

For the first time in several weeks Nat Butler, the veteran American pacefollower, had the defeat sign tacked on his back at the winter track, Paris, Sunday, January 3d. Parent defeated Butler in two straight heats, at 20 and 30 kilometres, breaking the record in the first heat. In justice to Butler it should be stated that the odds were in favor of the Frenchman, as the heats were made at distances entirely to his liking. The best performances of the American have been at longer distances than 12 and 18 miles.

The first heat was exciting from the starting gun to the finish and in the first five kilometres the record was broken, Parent covering the distance in 3:57⅘. At 10 kilometres, Parent had broken Guignard's record of 7:33⅗ by seven seconds. At the finish Butler was 250 yards behind the Frenchman, the time for 20 kilometres being 14:39⅕, Butler's former record having been 14:45.

Butler played against hard luck in the second heat. His pacing machine would not pick up immediately and before he was well under way Parent had lapped him and gained another half lap. The remainder of the race brought no change in the position of the two riders and Parent finished 1½ laps in front, showing that had Butler had an even break with the pace he would have held his own against the champion of France. The time for 30 kilometres was 22:27⅗, about 24 seconds slower than the record, which is held by Butler.

Gabriel Poulain, former champion sprinter of the world, made his debut behind motorpace in two exhibitions at distances of 5 and 10 kilometres. Paced by Amerigo he covered five kilometres in 4:04⅗, four seconds slower than the record. His time for 10 kilometres was 7:54⅕, the record being 7:32⅗.

Maurice Brocco, the Italian whose plugging in the early stages of the recent six days race was responsible for the breaking of the old records, met Fritz Thiele in a 50 kilometres match behind tandems. Thiele won by four laps in 1:53⅗. Berthet retained his hold on the Brassard prize by defeating Bruni in their unpaced pursuit.

Paris Welcomes Macfarland and Clarke.

Floyd A. Macfarland and A. J. "Rocket" Clarke received a great reception when they reached Paris on Sunday, 3d inst., and the debut of the six days champion, which was set for Sunday last, 10th inst., was looked forward to with considerable interest by the Parisians while the results are anxiously awaited on this side of the pond. Macfarland was to have met Poulain in a three-heat match, the first heat at 2,000 metres without pace, the second heat 25 kilometres behind tandem pace and the third heat at 25 kilometres behind motors.

Jean Gougoltz, the former six day rider, and Milton Henry, the jockey, were at the boat to meet Macfarland and Clarke, and after the railway journey to Paris they remained at the Joli Sejour overnight. The following day was spent in sight seeing by Clarke, for this is his first visit to France, while Macfarland busied himself in fixing up his training quarters at the Velodrome d'Hiver. Macfarland and Clarke will reside at Courbevoie, as the guests of Walter Rutt, during their stay in Paris.

Clarke made a very favorable impression when he had his first workout on the winter track. Just what he will do in Paris is problematical, but Henri Mayer, who raced against Clarke last summer at Salt Lake City, thinks he will make good in the Parisian capital. The French papers are inclined to think that any man who could score defeats over Iver Lawson, Frank Framer and "Major" Taylor will have no difficulty in defeating the fastest riders in Europe.

Clarke's debut is fixed for tomorrow, 17th inst., but up to the time for closing the last mail, no partner had been selected for him.

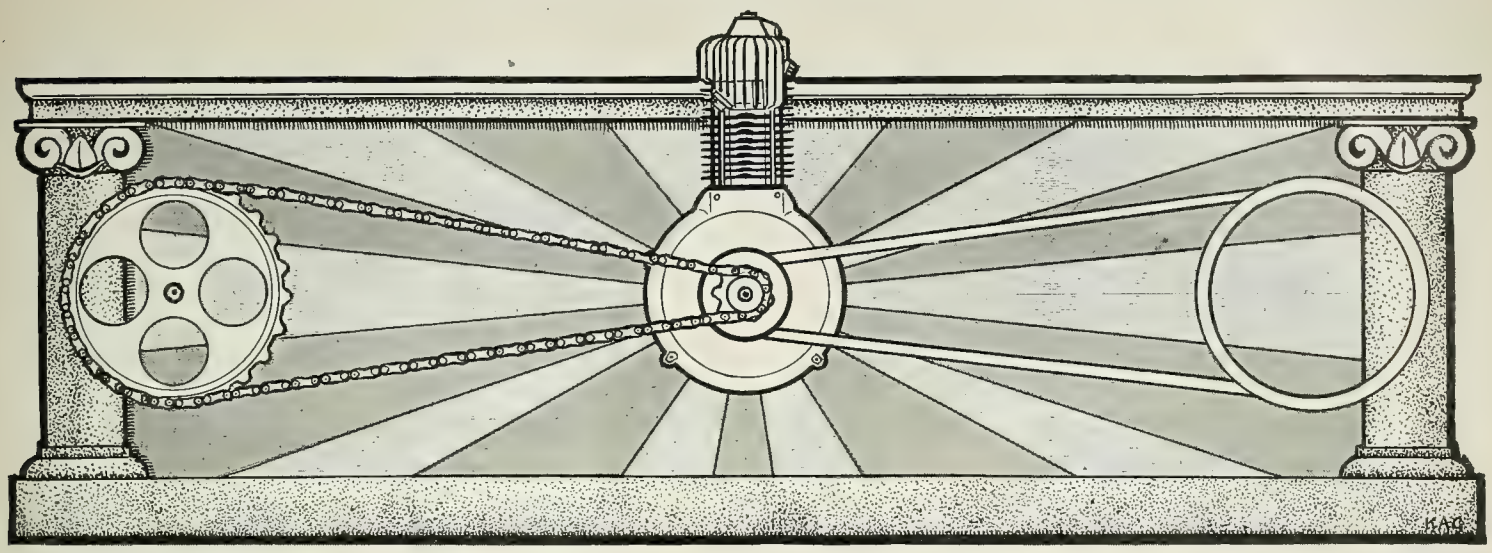
Godfrey's New Records Recognized.

The Auto Cycle Union has allowed the 6 hours record of 268 miles 285 yards made by O. C. Godfrey at the Canning Town track, England, on December 22nd. The acceptance of the record discloses the fact that Godfrey not only broke the world's 6 hour record but broke all records from 100 miles upwards. The new hour records are 3 hours, 139 miles 320 yards; 4 hours, 186 miles 1,300 yards; 5 hours, 228 miles 1,600 yards; 6 hours, 268 miles 295 yards. The records from 100 miles, exclusive of the hour records, that Godfrey broke are:

Miles.	New Record. H. M. S.	Old Record. H. M. S.
101	2:09:06	
150	3:14:35⅗	3:25:45⅗
200	4:16:28⅗	5:04:12⅕
250	5:37:22⅗	
268	5:59:47⅕	

Former French Sprinter Prévot Dead.

Death, the ultimate winner of all races, has scored a defeat over another former champion. Gaston Prevot, a well known crack some years ago, died at Marseille on January 4th, congestion of the brain being ascribed as the cause of his demise. Prevot was born November 14, 1877, and after graduating from college became well known in racing circles. With Domain, he was the world's champion tandem rider in 1897, and with the same partner won the Grand Prix de Finance that year. He took up sprinting in 1899 and the following year was barely beaten by Jacquelin for the championship of France. Prevot was always a consistent runner up in sprint races. His riding career ended in 1902, when he began to serve his term in the militia.



What Causes the Chief Troubles; Dealers Give Their Opinions

Undoubtedly there are those who still fancy that a motorcycle is a "bunch of trouble" and who are deterred from purchasing because of that belief. But however well founded it once may have been the veterans who during the past several years have ridden machines of the more reputable brands know that motorcycling long since lost its sting and ceased to be a much mixed pleasure. Troubles, of course, will happen in "the best regulated family," but nowadays they are the exception and not the rule as once was the case; and it is a fact that most of the present day troubles are due to the man and not to the machine.

It is a peculiarity of the average human being that while he realizes that an animal requires and must receive attention and care, he is possessed of the notion that any other medium of conveyance, such, for instance, as a motorcycle, practically will take care of itself. This notion is responsible for most of the vexation that occurs, while much of the remainder is due to too much attention, to tinkering, as it is styled, which is but a definition of that tendency which inspires men to not let well enough alone and to attempt to improve on the extensive and ripened experience of the manufacturers themselves.

In the desire to discover what now is the chief source of vexation to motorcyclists, the Bicycling World and Motorcycle Review addressed to some two score experienced dealers this question:

What, in your opinion, is the principal cause of trouble now experienced by motorcyclists?

The replies of those who responded to the invitation constitutes an informing fund. While opinions vary somewhat their general trend serves to confirm what previously was known, i. e., that the ignition system is the seat of most of the ills. But it is fair to add that the increased and increasing use of magnetos will serve greatly further to reduce the troubles due to that cause, for with that instrument there also disappears all necessity for dry cells, coils, commutators or contact breakers and a considerable number of the vulnerable connections so necessary when batteries are employed.

The following, however, are the views on the subject of the dealers themselves:

C. C. Hopkins, San Francisco:

"What is the most frequent source of trouble which the motorcyclist experiences? Tinkering, sir; tinkering."

H. A. Gliesman, New York City:

"My experience places the causes in this order: 1, Ignition; 2, tires; 3, that lack of attention on the part of riders which shows itself in the form of loose or lost nuts, bolts, screws and connections."

F. F. Rick & Co., Buffalo, N. Y.:

"In our opinion if manufacturers were more careful in sending out clean gasolene tanks and better adjusted carburetters with brass needle points that would not rust by settlement of any water to low seat, one great difficulty would be overcome."

John T. Bill & Co., Los Angeles, Cal.:

"It has been our experience, taking all makes of motorcycles under consideration, that the circuit breaker gives more trouble than any other part of a motor. In our opinion the motorcyclist should look after the condition of the circuit breaker almost daily, keeping it scrupulously clean and seeing to it that the contact points are set properly."

F. W. Anderson, Albany, N. Y.:

"In my opinion the principal sources of trouble are as follows: First, not enough oil; second, ignition; third, tires. But the worst troubles, though they be rather indirect, are caused by the many spills due to high frames. With lower frames, better control of the machine is possible, but most of the manufacturers seem to build for long legged riders only, and appear to think that the shorter fellows either do not want to ride or do not mind carrying a brick to assist them in mounting their machines on bad roads. I speak from experience."

F. A. Baker, New York City:

"The most frequent cause of trouble which the motorcyclist experiences is in my humble opinion, his failure to use his brains, and too free use of his hands. If he would study his mount and get the principle of the mechanism in his head and then make intelligent use of his hands and not jump at conclusions, he would have little or no trouble."

W. P. Williams Cycle Co., Oakland, Cal.:

"It is my opinion that the contact points in the timer are the most frequent cause of trouble; oil gets on them, they pit in the making of contact, and they hammer down, and as a very accurate adjustment of the contact points is necessary in the perfect running of a motor, there is trouble. Coaster brakes also have given a great deal of trouble this year.

"Manufacturers are at fault to some extent. Some of them are content to equip their machines with anything that apparently does the work, such as cheap spark plugs, coils or carburetters, made on unscientific principles. If these gentlemen will only realize that the public will pay the price if the goods are right, it would be a different story."

C. W. Risden, Los Angeles, Cal.:

"Carelessness, due to insufficient appreciation of the advantages of a motorcycle. I actually believe that a great many riders would have to stop to think if they were told that the machine did not possess brains and hands."

John T. Fisher, Chicago:

"From my observation, which has been rather broad, as I had a number of years of automobile experience before embarking in the two wheeled vehicle industry, I place ignition trouble at the head of motorcycle troubles

"By ignition I do not mean to say that the motorcycle is lacking in this department, but that a machine in the hands of the beginner has more chances of going wrong in this respect than in any other. It is due to the fact that, as a rule, there are a number of connections which can work loose or become dirty which will either stop the machine entirely or cause it to give poor service, making it misfire, etc. Lots of times one's battery is a little low and the machine misses, and without first testing the battery with an ammeter, off will come the carburetter. Things look all right, but as the misfiring is undoubted, out comes the file and some experimental work begins on an instrument that has cost thousands of dollars to perfect. The carburetter is put back on the machine, but instead of being bettered its condition is worse. Then the troubled owner looks to the valves, spark plugs, etc.

"After he is through with his experimental work he generally goes to a shop, and woe to the manufacturer who was unlucky enough to build the machine. Of course, it is 'junk,' and almost everything else that is bad, that is, until the repair man shows the owner where the machine has been abused.

"But like as not he may maintain that 'it is just like it came from the factory,' or he may ask: 'Am I to carry an ammeter with me on long trips of several days?' To which is answered Yes, although for a trip of a few miles or for a day's journey the ammeter is not necessary. But even then the battery should be tested before starting, either at home or at some shop. If a battery registers around 15 ammeters it is good for several hundred miles. Whenever my machine refuses to start I always look and see that I have gasolene in the carburetter, for sometimes one may have plenty of gasolene in the tank, but the pipes may be clogged. If there is gasolene in the carburetter, which will be disclosed by priming it, then the machine should start. If it fails to do so, it is well to look for a loose or broken wire, or a dead battery, although many times one may forget to put the battery plug in place.

"In order to keep connections clean it is not necessary to polish them all the time, but merely to see that everything is set as it should be, and that there is no oil on the different electrical connections. Another important part of the ignition system is the contact points which are of platinum. The machine will run poorly if these points are set too closely, or if they are too far apart. The machine should be placed on a stand and the points adjusted to the medium position. If the points are set too close together it will not be long before they are burned off. Then it will be necessary to replace them with new ones. It is wise, therefore, to be careful when filing these points, otherwise it is easy to file away all the platinum.

"There is no excuse for any great amount of trouble with a motorcycle. As long as the machine runs all right, it should be left alone. This latter is one of the very best ways for motorcyclists to avoid trouble."

J. C. Foley, New York City:

"It is a very close race between 'tinkeritis' and ignition, with odds in favor of the first named. In a trip of some distance, say from New York to Chicago, bad roads would be entitled to first place, also second and third. I have spent two weeks touring every year for the past three years and the bulk of our troubles always have been bad roads."

J. Arthur Scott, Los Angeles, Cal.:

"At first thought the question would seem a tedious one to answer, but it is my experience as a rider and dealer that the modern motorcycles are so far in advance of those which we rode several years ago that trouble is very infrequent. The most frequent trouble that I have experienced and noticed in different machines is that bugbear—misfiring. Investigation usually proves this trouble to be due to one of several different causes. The most frequent are weak batteries and dirty contact points, or the spark plug. Next in order are loose batteries or wire connections, stoppage in the gasolene line, float of the carburetter not at the proper level, and in the intake valve and its spring. If these things are all right, close investigation will show that the small push rod which lifts the exhaust valve, has become dusty and dirty and gummed with oil, or perhaps the exhaust valve springs are a little weak, thereby preventing the exhaust valve from seating as fast as it should operate when the pin worked freely. Aside from these little difficulties I believe that the modern motorcycle as built today, is giving very little trouble that is worth mentioning."

B. A. Swenson, Providence, R. I.:

"My experience is that the most frequent troubles are caused by the oil or the oiling. Poor grade of oil may have been used; too much oil may have been used; not enough oil has been used, or quite likely the motor has been run for miles without any oil at all.

"Tires also are responsible for much vexation, but if they are put on properly and inflated properly, very little trouble will be experienced. Motorcyclists are responsible for a good deal of their tire troubles. How many times have they found while repairing a tire that the puncture or leak was caused by nails, tacks, glass, etc., or that the leak comes from bad cuts caused by stones, by tubes being pinched in putting on, or by tubes chafed by sand, etc., inside casing; by leaks near valve or by an old patch that has worked loose? There is remedy for most of the latter troubles. Stone cuts can be prevented by keeping tires inflated and by watching the road and not riding over all the sharp stones in the roadway. Pinched tubes can be prevented by being sure that the tire is put on properly; it will pay the motorcyclist to have his repairman or dealer show him how a tire is put on and explain why and how the tube is pinched. Tubes ofter are chafed by sand getting inside of casing when repairs are made at roadside; the remedy for this belongs to the motorcyclist himself. Leaks near valve stem or due to patches working loose, will not occur if tires are kept blown up and a good cement is used.

"One other prolific cause of trouble trises from batteries and battery connections. And this evil cannot be laid at the door of the motorcyclist; it is the fault of the maker of the motorcycle. With batteries such as are commonly used on Indian motorcycles no trouble is experienced, but where the cells are laid sideways on top of each other and connected with terminals or wire inclosed in a metal box, troubles are certain. I feel sure that there is not a motorcycle so wired that has been used a few months or has had new batteries put in that has not given trouble, due to broken connections and short circuits. I have fitted the Indian type battery box to several makes of motorcycles and it has been an improvement every time."

F. B. Widmayer, New York City:

"With the modern, uptodate, high grade machines, we have comparatively little trouble. It is the surprising ignorance and lack of gumption displayed by the majority of riders, beginners particularly, that is responsible for the general run of motorcycle difficulties. Here are a few instances that occur to me:

"1. A telephone message is received to the effect that a machine is 'stuck on the road'. I send a man to learn the cause. In trying the priming pin on the carburetter, he found there was not a drop of gasolene in the tank.

"2. Rider complained that he could get no spark, yet the cause was as plain as day: A wire leading to the circuit breaker had broken.

"3. A motorcycle policeman telephoned that he could not make his motorcycle start. Investigation proved that the secondary or spark plug wire had become disconnected.

"4. Another case of being unable to start. Why? Simply because the compensating sprocket was so loose that the owner of the machine could not overcome compression and make the engine turn over.

"5. Rider complained of lack of compression. The cause: Inlet valve or springs were stuck.

"I could cite numerous other cases similar to the foregoing, but generally speaking I have found that the majority of troubles are, as stated, due simply to want of a little easily acquired knowledge and everyday common sense. In my opinion, the high grade motorcycles of the present day are reliable and nearly perfect in design, material and workmanship. There may be some which have little mechanical defects but I believe they are few and far between.

"Ignition difficulties now are quite rare and with the magneto, for twins especially, should become even rarer."

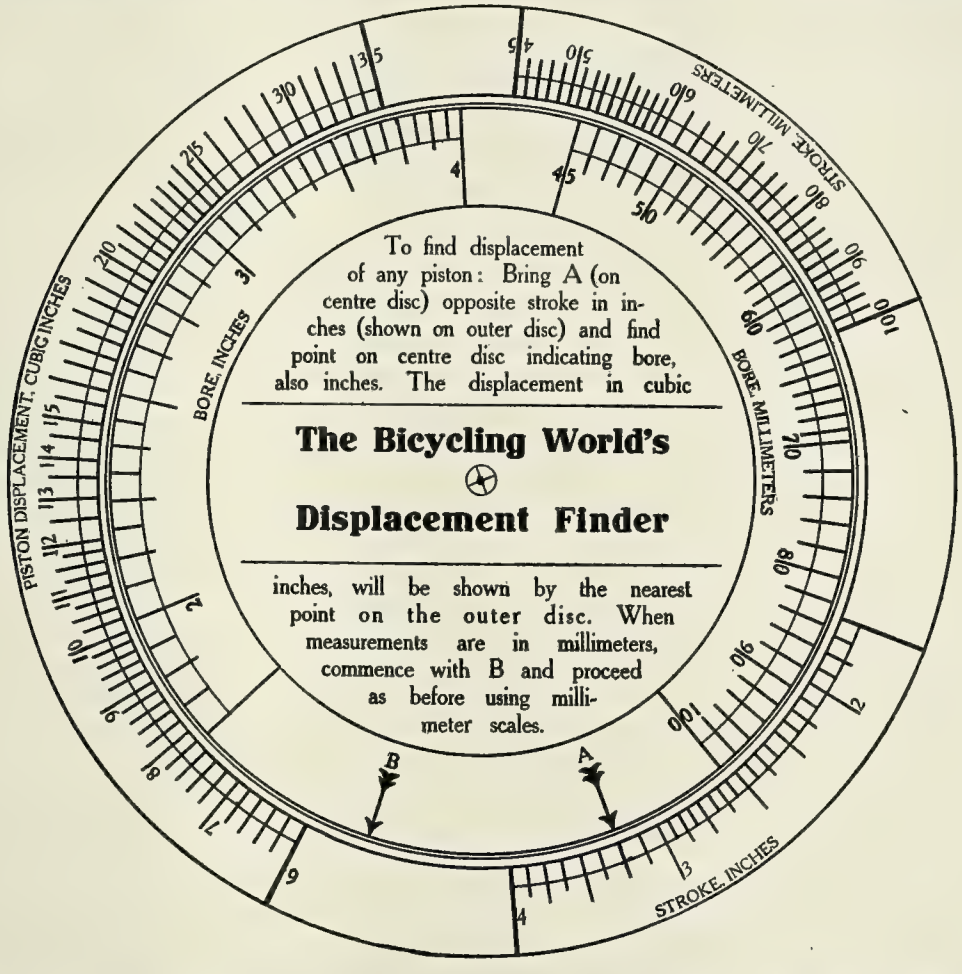
Piston Displacement and a Ready Reckoner

No one can put the equivalent of a quart in a pint measure, or stretch one inch into two, nor can anyone put two horsepower into an engine which has a capacity for but one horsepower, although there are not lacking those who have tried to do so. It is only during the past few years or since the gasolene motor came into the daily life of so many men that any considerable number of them had any interest in or more than an indefinite or general idea of the meaning of horsepower. The better informed were aware it was based on the early experiments of James Watt, inventor of the first successful steam engine, who used it as a means of rating his engines. But even these men, when they sought to purchase a motor bicycle, for instance, possessed neither the horse nor the 33,000 pounds of material necessary to prove the rated horsepower of the motor under consideration. Of necessity they bought, "on faith." They believed what the manufacturer or his catalog told them, and of course both were at least approximately right, though afterward when the purchaser measured the performance of his machine with some other of approximately the same power, he found it difficult to believe the truth of the maker's rating.

Horsepower being a more or less unsatisfactory means of expressing what work the motor is capable of doing, other means were sought by those interested in the development of the gasolene engine. Because of the unmistakable logic in the conclusion that the size of the engine must be pretty closely related to its power, or, more definitely, that the amount of gas exploded on each working stroke must bear a definite relation to the power resulting from the explosion, the use of piston displacement as a means of rating was advocated. The piston displacement, which expresses in cubic inches the capacity of the engine for consuming the gaseous fuel, indeed may be regarded as a fair measure of the power which the engine is capable of generating. It is the endeavor of the builder to make his engine yield the greatest amount of power for its size, consistent with the qualities of endurance and reliability. Thus, if one of two engines having the same displacement actually does more work than the other, its maker may be credited with producing the better achievement of the two. Moreover, as the art of gasolene engine construction improves, it is reasonable to suppose that such differences will diminish gradually until the piston displacement will become an absolute measure of the power of the motor.

Piston displacement differs from horsepower in a number of respects but from the standpoint of the user, the most important of these is that it is always readily obtained. While horsepower is necessarily taken "on faith" the cylinder dimensions always are obtainable either from the catalog or by direct measurement. From these it may be calculated or else obtained by reference to some form of tabulated result of former calculations.

In order to obtain the piston displacement of any motor it is necessary merely to calculate the area of the piston and multiply that by the length of the stroke. Figuring the piston area, however, is somewhat of a stumbling block to the average man, because it involves a feat of memory in the use of a certain constant multiplier which is essential to the ancient process of



'squaring the circle," which has been the cause of many a headache.

The rule for obtaining the displacement of any piston is: "Multiply the cylinder bore by itself, multiply the product by 0.7854, and multiply the continued product by the stroke—both dimensions being taken in inches.

"If the cylinder dimensions are expressed in millimeters, obtain a product in the same way and multiply it by 0.000061."

To do away with the necessity of repeating this calculation every time the displacement of a new motor is required, it is possible to prepare a table by calculating any desired number of combinations of cylinder dimensions. As the range of possible combinations of bores and strokes is limitless, however, a table of this sort in order to be at all satisfactory would have to be very bulky and correspondingly confusing to use, so that except as covering a limited range of the more common dimensions, the use of such a table is practically out of the question. Happily, other possible means of obtaining the displacement—at least approximately—without the need of having recourse of multiplication, are available, and in a form calculated to appeal to the man in the streets.

The simplest of these is by means of the Bicycling World's displacement finder, here illustrated, by which the calculation is made automatically and with sufficient accuracy for all ordinary purposes. This device, which has been produced after considerable study of the problem, is of particular value, because it not simply does away with the necessity of memorizing any rule or formula, but also provides for obtaining the displacement of any cylinder, whether measured in English or metric units, directly, and expressed in cubic inches. Furthermore, it is just as easy to obtain the displacement of a foreign machine as of one made according to the American standards, as the process involved in using it is the same in any case, and the results always uniformly accurate.

As the illustration shows, the displacement finder consists merely of two cardboard discs fastened together at the centre so that one may be rotated with relation to the other, and bearing around their outer edges two sets of scales which may be read exactly as an ordinary ruler is read. Upon the outer scale are found both lengths of stroke and displacement, while upon the inner one the bore sizes are laid down. Two pointers are located on the inner circle, one for use when finding displacements of cylinders which are measured in inches, and the other for metric sizes. Placing the proper pointer opposite the point on the stroke scale which indicates the length of stroke of the motor whose displacement it is desired to find, it is only necessary to pick out on the bore scale the corresponding dimension of the engine, when the correct piston displacement appears directly opposite to it on the outer scale.

Thus in using the finder to obtain the until the pointer "A" indicates 3¼, on the scale which is marked "Stroke, Inches." Turning to the other side of the smaller disc, on the scale marked "Bore, Inches," the 3¼ point is readily found, while the end of the line is seen to point to the second division above "25" on the piston displacement scale, but not quite to register with it. This means that the displacement of a 3¼ by 3¼ engine is very nearly, but not quite, 27 cubic inches.

A check by actual calculation is readily obtained from reference to the rule given above. Thus, 3¼ (the bore) multiplied by 3¼ (itself) gives 10.5625, when the decimal is carried out to four places. This number multiplied by 0.7854, gives 8.2958 (the area of the piston) and this in turn, multiplied by 3¼ (the stroke) gives 26.9614 cubic inches. The displacement finder shows a very little under 27 cubic inches. Subtracting 26.9614 from 27, shows that very little to be exactly 386 ten thousandths of a cubic inch, which is not a significant error.

To find the displacement of a cylinder when the dimensions are given in metric measure, exactly the same process as before is gone through except that the pointer "B" is used, and that it is placed opposite the point on the "Stroke, Millimeters," scale which corresponds with the stroke of the engine in question. Similarly, the "Bore, Millimeters," scale is used in locating the other dimension of the engine, but the resulting displacement comes out on the original displacement scale on the outer disc, and so the result is given in cubic inches as before, which saves any extra calculation.

With such a finder at his command, no man need buy horsepower "on faith." It is equivalent to the pint or the quart measure into which only a pint or a quart only, or to the inch rule that knows no stretch. One of the Bicycling World's "Finders," printed on heavy cardboard, will be mailed to any address on receipt of 2 cents in stamps.

Widmayer Tells a Forty Cents Story.

Frank B. Widmayer was balancing his ledger on Monday last when a shabbily-dressed man entered, cast a furtive look around the store, then addressed the proprietor:

"Do you sell batteries?"

"Yes, sir," said Widmayer, scenting a sale.

"Have you got any to fit an Indian?"

"Surest thing you know."

"Well, I want a 40-cent set of batteries."

"Huh," grunted the Broadway dealer, sizing up his visitor, "the Indian tube battery costs $2."

"Well, you see it's like this," said the would-be purchaser, confidentially. "My batteries are dead so I'm stuck. A new set registers about 20 amperes. As they cost $2, that comes to 10 cents an ampere. I only have 40 cents so I thought I might be able to buy a 4-ampere battery that would take me home."

Widmayer, who himself tells the story, says he found three discarded cells which registered the necessary four amperes and pocketed the 40 cents without a twinge of conscience. As he has read the life of George Washington and never dodges the tax payer and rarely drinks anything stronger than beef tea, several persons who know him well, among them Michael Toepel, Harry Mapp and Leroy Cook, who recently heard the can of compression yarn for the first time, all have told Widmayer that they could not be induced to doubt a word of the story for less than 30 cents cash.

Chicago Indians Planning for Races.

The newly organized Indian Motorcycle Club of Chicago is not permitting any grass to grow under its feet in anticipation of next season. It is reported from the Windy City that the club expects to open the season with a 100 miles road race and efforts are being made to secure the consent of the park commissioners to hold it over a five miles course in the South Park system. A longer road race over a ten miles course will be held later in the season. The racing board of the club consists of Charles Van Sickle, J. T. Fisher, A. Kratchovil, T. A. MacVicar and James Sefcheek.

New York Club Elects New Officers.

Dwight Patterson is the new president of the New York Motorcycle Club, his ascendancy having taken place at the annual election of officers on Wednesday night, 13th inst. Other officers elected were: Vice-president, R. H. Nickerson; secretary, Leroy Cook; treasurer, W. Kuehn; captain, A. G. Chapple; first lieutenant, Walter Goerke; second lieutenant and surgeon, Dr. J P. Thornley; directors, G. P. Jenkins, F. B. Widmayer, J. F. McLaughlin and Fred W. Horenburger.

Nearly 2,000 Motorcyclists in Bay State.

Massachusetts registration figures for the fiascal year ending November 30, 1908, show that 1,917 motorcycles were registered in that State, the fees, at $2 each, aggregating $3,854. The number of automobiles in use in the State, as shown by the same statistics, was 18,052.

Lecture Course for Motorcyclists.

The Concourse Motorcycle Club of New York has undertaken a course of lectures, the first of which will occur February 2nd at Huber's Casino. Magnetos, a subject on which most motorcyclists are athirst for knowledge, will form the topic for that evening. M. E. Toepel probably will be the lecturer, and all motorcyclists will be admitted.

Mann Proving Himself a Real Official.

W. F. Mann, F. A. M. Commissioner for Massachusetts, has appointed R. L. Elliott, of Malden, State Secretary. He now is engaged in appointing a full corps of Local Commissioners and in organizing his State as all others should be organized.

FRENCH MAKERS OFFER BIG PRIZES

New Stimulus to Interest in Track and Road Racing—Provision for Three Great Series of Contests.

That the French manufacturers of bicycles and tires may pay more attention to racing this year than ever before, is suggested by the announcement that the firms "les Fils de Peugeot Freres", one of the largest manufacturers of bicycles and motorcycles in France, and Leon Wolber, the well known French tire maker, have combined to give prizes to riders of their bicycles and tires.

The prizes are of such magnitude as to command notice and it is quite likely that other French manufacturers will be compelled to follow the lead of the Peugeots and Wolber, or devise other means of attracting the cyclists' attention. In all, 129,000 francs will be distributed to riders of Peugeot bicycles and Wolber tires between March 1 and October 31.

Competition for one of them, the professional prize, which amounts to 42,000 francs ($8,400) in cash, will be restricted to six riders—Friol, Ellegaard, Hourlier, Schilling, Mayer and Rutt, who will meet in fourteen races to be held in the following cities: Roubaix, Reims, Nancy, Dijon, Lyon, Marseille, Bordeaux, Montlucon, Tours, Nantes, Brest, Le Fleche, Honfleur and Montauban. The last race will be held in Paris, making fifteen races in all. Each race will consist of three heats, with classification by points, the rider leading at the end of the season to get the prize. Although it is not so stated it is probable that the $8,400 will be divided, but in any case it means a nice nest egg for all the riders, as they will receive their regular bonuses and prizes from the promoters in each of the towns in which a race is to be held. The event will be known as the Grand Criterium Internationale.

The Grand Prix Wolber, which is for professional road riders, amounts to $10,400. It will consist of a series of 15 road races, the classification to be by the addition of points. Any rider of a Peugeot bicycle and Wolber tires is eligible to try for the prize.

The third prize, to be known as the Trophee de France, is for all the amateur clubs in France. The race will consist of 60 elimination races on the road, 14 semi-finals and a final in Paris. The club that scores the most points will receive an object of art valued at 5,000 francs ($1,000), while the individual riders in the final heat will receive special prizes, the total value of which will be 30,000 francs ($6,000). The winning rider in the final heat will receive a Lion Voiturette, the second man will get a Peugeot motorcycle, the third a track bicycle, and so on through the list.

As the actual money to be expended in prizes amounts to 129,000 francs, the two companies interested doubtless will expend $50,000 in promoting and advertising the contests.

Anderson Leads in Track Championship.

Norman M. Anderson, the crack Danish sprinter, still leads in the point championship inaugurated at the Boston Velodrome. Anderson has won all three open races since the system came into vogue, which netted him 30 points. John Bedell is a close second with 22 points. By winning the handicap race last Saturday night George G. Cameron, of New York City, rose from third to first place, causing Peter Drobach and Dave Mackay to drop one position. Cameron leads in handicap races with 21 points, although Drobach is only one digit behind. The table follows:

Scratch.

	Races.	Pts.
Norman Anderson, Denmark	3	30
John Bedell, Newark	3	22
Menus Bedell, Newark	2	18
Worth Mitten, Davenport, Ia	3	18
Floyd Krebs, Newark	3	15
George Wiley, Syracuse	3	11
Pat Logan, South Boston	2	10
Fred Hill, Watertown	3	10
Walter Demara, San Francisco	3	9
Walter Bardgett, Buffalo	2	7
George Cameron, New York	3	5
Dave Mackay, Newark	3	4
Peter Drobach, South Boston	3	3
Hugh McPartland, Woburn	3	2
D. Connolly, Everett	3	1

Handicap.

	Races.	Pts.
George Cameron, New York	3	21
Peter Drobach, South Boston	3	20
Dave Mackay, Newark	3	15
Worth Mitten, Davenport, Ia	3	14
Bob Lake, Boston	3	13
Pat Logan, South Boston	2	12
Ben Hill, Jersey City	3	11
Floyd Krebs, Newark	3	10
Joe Halligan, Newark	3	10
Walter Demara, San Francisco	2	9
Hugh McPartland, Woburn	2	8
T. Smith, Jersey City	3	7
D. Connolly, Everett	2	6
F. Hill, Watertown	3	3

Wiley to Ride on French Tracks.

According to L'Auto, George Wiley, the Syracuse pace-follower and six days rider, will sail for France some time this month. Wiley talked of going abroad at the time of the six days race, but as nothing more had been said of it, it was supposed that the negotiations had fallen through. L'Auto, however, states that Wiley positively will ride in France before the winter track closes.

N. C. A. to Meet in New York February 2.

The annual meeting of the National Cycling Association will be held on Tuesday evening, February 2nd, at the Hotel Bartholdi, New York City. So far as can be ascertained there are no great issues to be decided, excepting perhaps, as is intimated, the transferrence of a lot of amateurs to the professional ranks.

The Springfield (Ill.) Bicycle Club has been organized with these officers: Captain, Roy Schilling; secretary, Harrison Carter; treasurer, Roswell De Castros.

EARLY RETAINS HIS PRESIDENCY

C. R. C. of A. Re-elects Its Entire Board of National Officers—Several New Names in Division Boards.

Harry Early, the hardy veteran of Bayonne, N. J., has been reelected president of the Century Road Club of America, the annual mail vote to determine the national officers for 1909 having just been counted. There was no change in the national officiary, F. H. Watrous of Chicago being re-elected first vice-president and John Bailie of New York City, second vice-president. Fred I. Perreault, Malden, Mass., who holds the record from Boston to New York, was again chosen treasurer, while Fred E. Mommer enters upon his third term as secretary.

In the divisions there are several changes. Mommer was re-elected centurion of the New York State Division, and Alfred H. Seeley, one of the best known century riders, has been elected captain. The new secretary-treasurer is George Hausenbauer, a new comer who has made good in the last year. The only change in the New Jersey division is the election of Jesse R. Pike, to the office of secretary-treasurer.

In the Massachusetts-Rhode Island division, the officers of which are appointed by the national president, A. D. Rice of Central Falls, R. I., has been made centurion. A secretary-treasurer yet remains to be appointed. The new officers are:

National.

President—Harry Early, Bayonne, N. J.

First vice-president—F. H. Watrous, Chicago, Ill.

Second vice-president—John Bailie, New York City.

Secretary—Fred E. Mommer, New York City.

Treasurer—Fred I. Perreault, Malden, Mass.

New York State Division.

Centurion—Fred E. Mommer, New York City.

Secretary-treasurer—George Hausenbauer, Brooklyn, N. Y.

Captain—Alfred H. Seeley, New York City.

New Jersey State Division.

Centurion—Emil Leuly, West Hoboken, N. J.

Secretary-treasurer—Jesse R. Pike, Hoboken, N. J.

Captain—Joseph Noe, Jersey City, N. J.

"Herewith is check for $2.25, for which please renew by subscription for Bicycling World, and send me 'Care and Repair of Motorcycles.' I am a rider and a dealer and cannot afford to miss a copy."—Ed. Twombly, St. Johnsbury, Vt.

Current Comment

The editor has turned over to me a letter from the president of the F. A. M., who has returned from his foreign visit and once more is making his phonograph hum. Although I distinctly stated that I gave him the benefit of several doubts, Mr. Ovington seems to assume that I am possessed of the notion that he brought back with him the brick that was gilded for his benefit at that rather famous dinner in London at which he met some of the officials of the Auto-Cycle Union and when international competition was discussed. Ovington says that he "has not yet taken leave of his senses," and therefore has no idea of "sending over a team of racers to take cash in England and then expect the men to come back here and compete as amateurs under F. A. M. rules."

* * *

Perhaps I did not make myself sufficiently plain when I cited that particular situation as one result which could grow out of international competition, but it did not seem necessary to go into undue amplification. However, I will enlarge the illustration to this extent: As the F. A. M. rules say that any man who accepts cash or competes with professionals thereby becomes a professional, how can any American compete abroad under foreign rules and be accepted as an amateur at home, even though he may not accept the shining gilt? There are no amateur motorcyclists in Great Britain. The class that masquerades as such is a professional class according to the rules of all sports. They accept cash and compete against pros at their own sweet will and yet remain "amateurs"—save the mark. If they are amateurs so too are Derosier and Derkum and all the rest of our cash-chasers and if Americans can go abroad and ride against such men and be accepted as amateurs while we punish men for committing the same offense on American soil we may as well tear up our rules and cast the pieces in the garbage pail. Ovington promises that later he will have something more to say regarding "British-American motorcycle competition," but nothing he may say or can say will alter the logic of the situation. Amateurism is not a matter of country or climate, expediency or "special dispensation," else Ovington himself, who I understand has won medals as a runner or jumper, might as well say that by special permission or because of international courtesy, he could compete with Dorando or Shrubb and remain an amateur simply because he might elect to accept a silver cup instead of the cold cash, and because they proved they were the "private owners" of the shoes they wore.

* * *

"International courtesy," which sometimes means mutual recognition of each others rules and rulings, is a great institution. During the recent Olympic games in London, America was treated to a splendid example of its workings as operated by British sportsmen. The Amateur Athletic Union of the United States had declared Tom Eck's protege, Longboat, the Canadian Indian, to be a professional, a fact which seemed plain to even "the man in the street." However, without good rhyme or reason and without the courtesy of an inquiry or explanation the English gentlemen promptly permitted the Indian to compete as an amateur in the Olympic Marathon. Criticism of this action has served only to bring a curt "it's none of your business" response or what amounts to the same thing. These are the same people who hold also that a man on one type of bicycle can accept all the money in sight and on it race against Dorando, Shrubb, or anyone else, and yet remain an amateur, while to do the same things on another bicycle will cause the door of amateurism to be slammed in his face.

* * *

In his communication, Mr. Ovington also avows that at the London dinner he said nothing derogatory concerning American motorcycles, which an English journal quoted him as saying and to which I made passing reference. He writes: "I am sure that even Mr. Robert Todd, the chairman of the Royal Automobile Club, will acknowledge that I defended most strongly American motorcycles and the American motorcyclists. As a matter of fact English motorcyclists have little respect for American motorcycles in general, and are under the impression that when it comes to motorcycle racing they are invincible. I used all of the eloquence which I could bring to bear to inform them of the wonderful strides which have been made by American motorcycle designers in the last few years and stated most positively, time and again, that I believed that we could send a team of racers over to England that would literally wipe the ground with them. When I am abroad, especially when I officially represent the American governing body, I either defend American motorcycles or American motorcyclists or else say nothing on the subject."

* * *

Personally, I had rather believe Ovington than the London reporter, but I might point out to the former than the average man can see through a knot hole that a hurrah for the few American racing machines that are in existence is not standing up for the American industry but rather is damning it with faint praise. Our road machines require no apology and are not to be overlooked. They have given and will give as good service as anything that ever came across the seas, not even excepting Mr. Ovington's own importation. I do not wish to appear as supporting the English publication that quoted, or misquoted, Ovington, but I cannot resist the temptation to point out that while still under the influence of the London dinner and in describing it, the president of the F. A. M. wrote home a letter which, over his signature, was printed on this side of the pond, and which says: "I assured them our racers could 'make them sit up and take notice.' I may talk foreign machines at home but you bet I stick up for the home product when abroad. . . . Their 1909 touring machines are away ahead of ours but I think our racers are in every way their equal." This is almost exactly what Ovington was quoted as having said at the dinner. If there are some things which were best left unsaid, there are many more that it is even wiser to leave unwritten.

* * *

Although they not be aware of it, there's a dreadful rod in pickle for the motorcyclists of New York State! It is being pickled by one of the ornaments of the professional ranks who had rather be an amateur. In fact, he wants to be an amateur so badly that if someone or other does not reinstate him pretty soon, he means to run up to Albany and—presto!—the Legislature will at once include motorcyclists in the automobile law and compel them to pay fees and big fines and carry tags. It must be great to have a "pull" like that! I would be slow to believe any human being capable of harboring such a grouch or such a notion but as I heard the threat or whatever it is from several different sources, it is too fragrant to be permitted to waste its sweetness on the desert air. "Ain't it awful, Mabel?" And the Twentieth Century Limited makes such a swift run from New York to Albany, too!

THE ANNOTATOR.

Blair Heads San Francisco Motorcycle Club.

J. P. Blair has been elected president of the San Francisco Motorcycle Club for the ensuing six months, in addition to the following officers: Vice-president, A. W. Green; financial secretary, A Chelini; recording secretary, P. L. Peterson; treasurer, A. Schneutenhaus; captain, J. E. W. Carey; sergeant-at-arms, Dr. Letcher. Following the semi-annual election a banquet was tendered the retiring officers.

Cincinnati Motorcyclists Form a Club.

Cincinnati now has a motorcycle club, organization of the Cincinnati Motorcycle Club having taken place at the sales-rooms of the Bumiller-Remelin Company Tuesday last, 12th inst. These officers were chosen: President, Fred Sparrow; secretary-treasurer, John Austin; captain, Olin Ross; lieutenant, William Voris. The club will become affiliated with the Federation of American Motorcyclists.

Los Angeles Plans a February Meet.

If Ascot Park can be secured, the Los Angeles Motorcycle Club will hold a race meet on that course Sunday and Monday, February 21 and 22. This was decided at the last meeting of the club and a committee was appointed to secure the track if possible.

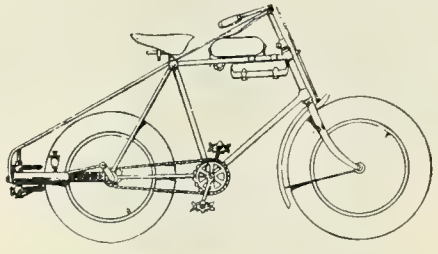
The First Motorcycle Exhibit and Other Reminiscences

Although there are thousands of cyclists who are wholly unaware of the fact and thousands of others who have entirely forgotten it, it was 14 years ago on the 19th of January that the first motor bicycle was displayed in Madison Square Garden, New York. It was exhibited on the main floor, too. But it was in the very basement in which the motorcycle section of the automobile show of 1909 will be uncovered tonight that this motorcycle of 1895 was practically demonstrated. There then was no ban on the use of gasolene and a number of show visitors were offered an opportunity to ride the popgun bicycle around the basement and the more courageous of them accepted it. Others with less confidence in themselves were induced to risk the chance of being "blown up" by occupying the front seat of a motor tandem which also was exhibited and which for the purposes of such demonstration was trundled out of doors and made to "perform" on the asphalted service of Madison avenue.

But for all of that, this motor bicycle and this motor tandem created scarcely a flutter of interest or excitement. They were viewed merely as two of several hundred other bicycles which then were displayed in the Garden. For it was at the bicycle show of 1895 that these happenings transpired. In the light of today it seems absolutely astounding that Pennington's motorcycles—for they were Pennington's—attracted such small notice and caused but minor and in different comment. Pennington, of course, even then was beginning to loom large as a notorious promoter and plunger and builder of air ships and air castles generally and perforce was viewed with more or less suspicion, but despite that fact his motorcycles were good lookers and ran smoothly and comfortably, but they received almost insignificant attention. Perhaps the public mind was not prepared for them and possibly it is just as well that such was the case. For subsequent events proved Pennington's machines to be impractical. They overheated and "went bad" in the course of a very few miles. Like nearly all of the plunger's other ventures, his motorcycles chiefly were designed to lure unwary dollars from their hiding places.

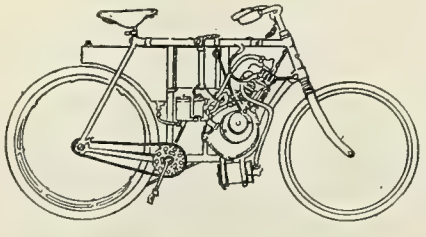
Pennington's were the first motorcycles I ever had seen. In earlier years, a few aspiring inventors and ingenious riders had built miniature steam engines and attached them to individual bicycles but the plunger's creation was the first which employed a gasolene motor that ever were publicly displayed, in this country at any rate, and of course it bore no resemblance to the motors of today; in fact, it was surrounded with so much mystery that little ever was known of its internal construction. All that could be seen of it was a brass cylinder projecting rearward from the rear fork stays and a piston rod, which worked like the piston rod on locomotives; the gasolene —Pennington claimed it was kerosene, but it was nothing of the sort—was carried on the top tube of the frame.

At that time a big concern in Cortland, N. Y., had become interested in the machines and it was expected that they would build them in unlimited quantities. Dr. E. M. Santee, then a conspicuous figure in L. A.



THE PENNINGTON

W. affairs, lived in Cortland and had become so greatly enthused over the possibilities of motorcycling that he came to the New York show and helped exploit the Pennington creation. The Doctor tried to induce me to ride the bicycle but I sidestepped it as gracefully as I knew how; it was too suggestive of infernal machines. I screwed up sufficient courage, however, to occupy the front seat of the tandem and every minute expecting to be blown skyhigh, Dr. Santee gave me a whirl on Madison avenue. Although we probably did not exceed a pace of 20 miles an hour, the speed seemed almost to take away my breath. I was glad enough to dismount and did not seek a second invitation. Neither the pleasures nor possibilities of motorcycling had been even faintly impressed on me. Four years later I was almost con-



THE ORIENT

sumed with enthusiasm on the subject. The whirligig of time certainly does bring curious changes.

It was in 1899 that I obtained my next "sample" of motorcycling. The Waltham Mfg. Co., which then produced Orient bicycles, had purchased a number of De Dion motors from Kenneth Skinner, who imported them, and had built up a number of tricycles and quadricycles which latter was styled the Auto-go. Except that it had four wheels, it was practically the counterpart of what today is termed the tricar. After several times occupying the front seat of an Auto-go, I tried steering and operating it on Commonwealth avenue, in Boston. Then I deemed myself fit to "try my wings" on a tricycle and C. H. Metz, then the head of the Waltham Mfg. Co.—to which, by the way, he has but just returned—placed a machine at my disposal. If simply because he can skillfully ride a bicycle any man thinks he can throw his leg across a tricycle and handle it as skillfully he "has another guess coming," to employ the slanguage of the day. The curb or the ditch at the roadside seems to possess the same attraction for the three wheeler that a magnet possesses for needles. It is an effort to steer a straight course.

Having learned this lesson years before, I did not select the open road for my first essay on a motor tricycle. Instead, I repaired to the small yard adjoining the Orient factory in which yard the factory experts performed their stunts and initiated ambitious individuals. It had been so much used that a circular track had been worn in the turf; it was perhaps 20 or 25 laps to the mile and in the picket fence that surrounded it was a large hole which bore witness that previously a pupil had learned his lesson with great force. But with one of the Orient men looking on and by practically standing on the inside pedal and cutting off power about half the time and "coasting" around the turns, I rode several miles on the "track," gradually gaining such confidence as to undertake a good pace.

I was so well pleased with myself that later I tried an Orient tricycle on the road but still under the watchful eye of an expert. But I got along so well that a few Sundays afterward, I became truly brave and decided to "go it alone all by myself." I hired one of the tricycles that Skinner had for rental and cautiously made my way to Commonwealth avenue. I had determined to do things—to climb the rear side of Corey Hill—one of Boston's famous grades —the front and steeper side of it offering practically no "take-off."

But before I reached the hill, I learned that motors could have "spells." My machine alternately ran fast and slow and for no apparent reason. It caused me to dismount and look at the machine. That really was about all I could do—look at it. My knowledge extended no further. Of course, looking did not help matters, but not to be defeated in my object, I remounted and literally "skipped" to the hill. I charged at it again and again, and although I worked the pedals of the heavy machine until the perspiration squirted from every pore, and

TWO METHODS OF CROSSING A STREAM.



my tongue began to hang out, I could not get even half way up the grade. I returned to Skinner's store and after my great exertion, to be able to "skip" back without physical effort was wonderfully grateful, I can tell you. When I explained the trouble to Skinner, he gave one glance at the tricycle and with rather a wearied look at me, pointed to a broken wire that had been before my eyes all the while. It was one of two attached to the handlebar and as it did not dangle, it made a touch contact whenever the machine received a jolt and thus caused it to "run in streaks." It was my first lesson of the sort. I don't think I ever forgot it.

When it became plain to those of us who joined in these occasional "joy rides" that neither a two track nor a three track machine was the form of motorcycle for American roads, we brought our batteries to bear on Metz in an effort to have him produce a motor bicycle. Finally after a good dinner and hours of argument one evening we induced him to undertake the task and in July, 1900, the first Orient motor bicycle made its appearance. Ridden by Albert Champion, it made an auspicious debut on the Charles River Park track in Cambridge and later it was exhibited in the Madison Square Garden show of 1901. That was the year in which a demonstrating track was built in the arena and the Orient was one of the vehicles that occasionally joined in what now appears to have been almost a parade of freaks; for the automobiles of 1901 were not famed for eye pleasing design.

For two years the Bicycling World had been "talking motorcycles" and some interest in them had been created but the Orient was such a heavy, lumbering bicycle that it caused no particular enthusiasm; indeed, not a few persons expressed disappointment. But toward the end of the show, another motor bicycle was brought into one of the booths on the first gallery and it created a sensation. It was the product of Emil Hafelfinger of Hoboken, N. J. No one previously had heard of either the man or his machine, which, compared with the Orient, was a thing of beauty. It was light, compact and eye-pleasing and during the few days it was in evidence it was the center of attraction and the theme of the conversation of all those interested in bicycles, the boom in which then was petering out.

Hafelfinger's motor bicycle was hailed as a deliverer and stories were afloat that for his rights he had been offered all sorts of money by all sorts of people. But if there was any truth in the reports, it failed to materialize very conspicuously. C. A. Persons finally formed the Royal Motor Works and undertook the manufacture of Hafelfinger's machine but a succession of obstacles served to prevent substantial progress. Meanwhile E. R. Thomas came along with his Auto-Bi, of which several hundred were produced the first year, and as the Orient also found adherents, motorcycling finally got a real start and it has been going ahead ever since and with every indication that its best pace has not been yet attained.

The men who rode the machines produced during the first two year obtained experiences such as rarely fall to the lot of present-day riders. When they reached home without a balk or mishap of some sort, they shook hands with themselves They are the men who are able to realize the gigantic strides that have been made and to appreciate to the full the manner of machines that will be exhibited in the Garden tonight and during all of next week.

R. G. B.

Wit that Replaced a Pump Washer.

That a cyclist possessed of his wits rarely is at a loss for resources when emergency requires, recently was aptly illustrated in the case of a rider who, after repairing a puncture on the road found that the washer on his pump connection had been lost. As a result, when he started to pump up most of the air went to waste before it reached the tire. Not enjoying the prospect of a tedious job he scratched his head and bethought of the little rubber cap inside the valve cap and at once removed it, and punching a small hole in the rubber slipped it over the valve connection. This made a snug packing and the inflation of the tire was accomplished in short order.

Crescents Re-elect President Leary.

At the semi-annual election of officers of the Crescent Bicycle Club, Baltimore, Edward Leary again was chosen president, while Charles O. Reville will fill the position of vice-president in place of Thomas S. Taylor, who was elected treasurer, in place of William H. Logue, Jr. Thomas W. Baker will again fill the position of secretary, and the road officers will remain the same. They are Thomas W. Baker, captain; and Thomas S. Taylor, color-bearer.

Washington Removes a Motorcycle Rule.

Upon motion of Commissioner West the automobile regulations for the District of Columbia have been amended to allow boys under 18 years of age to operate motor bicycles. The age restriction of 18 years for car operators is not changed, however.

EXTRA HONOR THRUST UPON HIM

Gliesman First Cyclist to Cross Queensboro Bridge—Force of Circumstances Makes Him also the Second.

The distinction of having been the first to ride a bicycle across the new Queensboro bridge which spans the East River from 59th street, New York City, to Jackson avenue, Long Island City, has been gained by Harry A. Gliesman, the Eighth avenue bicycle dealer and the progenitor of the Tiger Wheelmen of New York. After one unsuccessful attempt Gliesman made the trip on Saturday last, 9th inst.

For the last few months Gliesman has been taking a couple of hours off morning and evening for a four or five miles bicycle constitutional. He says it has made a new man of him, but that is neither here nor there, although bearing indirectly on the tale. It was while taking a morning ride that the idea occurred to him to be the first bicyclist to cross the new bridge.

The Queensboro bridge, the first cantilever bridge to span one of New York's rivers, has not been opened to the public yet. In fact, no travel will be permitted upon it until February 12th, as it is not entirely completed. This, however, did not deter Gliesman from making the trip.

Two weeks ago he happened to be in Long Island City and while waiting for a ferry to transfer him to the Manhattan side of the river rode over to the bridge to watch the workmen. The concave pans, which hold the concrete upon which the wood paving blocks are set, had just been bolted together. Gliesman dodged the watchman and started across. The concave cement pans, however, afforded a riding surface about as smooth as the Coney Island "bump the bumps". Before he had gotten far his rear wheel broke and Gliesman was forced to trudge back to the Long Island side.

Last Saturday different conditions prevailed. The cement had set and the paving blocks were laid, affording a roadway as smooth as asphalt. Gliesman waited until the watchman at the Long Island end of the bridge had his attention diverted and then made a dash. He got about 100 yards past the watchman when the latter woke up.

"Hey, there! Come back!" he yelled. "Hey, you on the bicycle!"

But if Gliesman heard he paid no attention to the watchman. Instead he began the two and one-half miles ride toward New York. The other side was reached without incident but when he arrived there was confronted by a closed gate and a burly Irishman, armed with a club. Naturally, Gliesman stopped and explanations were in order. The guard had received telephone orders from the other end of the bridge, however, to not let the bicyclist through the gate, and Gliesman was compelled to return and make peace with the watchman at the Long Island end. At any rate he had the satisfaction of being the first to cross the new bridge on a bicycle.

Cyclist Regains Health in Long Tour.

Charles Cathal had some interesting experiences to relate when he arrived last week in Hollywood, Cal., after completing a 3,000 miles bicycle trip, considerable of which was made across mountain ranges and deserts. His luggage of 150 pounds was no easy burden over the mountain passes, but he managed to get across, although the going was tediously slow. Cathal's bicycle stood up well under the trip, though he used six new tires. Among his camping utensils he carried a "Klondike" sleeping bag, several changes of clothes, cooking uetnsils, ammunition and a set of repair tools. He slept outdoors every night and cooked his meals by the roadside. In each town in California he has visited Cathal secured the business card of some firm, mostly bicycle repair shops, and he has quite a collection of souvenirs. Although an invalid in July Cathal now feels as strong as any man and says that the combination of bicycle and mountain air is the best medicine in the world.

Going to do some Motorcycle Touring?
We are making a new tire for this purpose called
"The Tourist"
It has an extra heavy tread which gives it proportionately longer service.
Owners of tandem, package, or side-car attachments can also use this tire to advantage.
It costs a trifle more than the regular treads, but you get MORE than the extra cost in extra wear.
Morgan & Wright
Detroit

Highway Officials to be Cyclists' Guests.

In order to show its appreciation of the work done by Street Commissioner J. C. Travilla, the St. Louis Cycling Club will tender him a banquet at the Missouri Athletic Club Saturday evening, 30th inst. In addition to the guest of honor State Highway Engineer Curtis Hill and Road Commissioner of St. Louis County William Elbring will address the members and endeavor to show how they best can assist in the advancement of highway improvement in St. Louis county, in which the club is displaying real interest.

BICYCLE COPS MAKE BEST RECORD

Their Big Share in a Year's Work of the Indianapolis Police—Credited with Many Important Arrests.

To any misguided mortal who fancies that the only work of bicycle policemen in various cities consists in making arrests for automobile speeding, the annual report of the bicycle corps of the Indianapolis Police Department should prove in the nature of a liberal education. The interesting report shows that this branch of the department is the most important of the Indianapolis force.

When the reports of the other branches of the department are filed it will be found that the bicycle policemen, in proportion to their number, have made more than twice as many arrests as any other branch of the Indianapolis police force. Of a total of more than 11,000 arrests during the year, the 12 bicycle policemen arrested 2,543 persons.

Not only do the reports show that the bicycle "cops" have made more arrests, but also that they have made more important arrests during the year than either the patrolmen or the detectives, in proportion to their number. Strange to relate, of the figures given, none are for the apprehension of automobile or motorcycle speeding.

Of 20 murderers arrested by the entire force, the bicycle policemen arrested 12, and on charges of robbery and larceny the Indianapolis riders got 357 persons. Seven of these arrests were for highway robbery, 24 for grand larceny and 35 for burglaries. Eleven entered houses to commit felonies and 174 were arrested for petit larceny.

The bicycle policemen interfered 117 times in domestic turmoils, arresting as many wife beaters. They jailed 62 insane men and took in custody 65 who carried or drew dangerous or deadly weapons. Of the 2,543 arrests made by the bicycle policemen 1,991 were whites and 552 negroes. The number of men totalled 2,224 as against 319 women. Of the total number 226 were under the age of 20 years.

Lakerim Chooses New Officials.

At its annual meeting held this week the Lakerim Athletic Club, New York City, which boasts of a crack bicycle team, elected the following officers: President, Joseph Cicato; first vice-president, James Hughes; second vice-president, William Hendry; financial secretary, Gustave Steckler; recording secretary, Percy Fiter; corresponding secretary, Edward Sheffe; treasurer, George Gaston; marshall, J. Carmody; assistant marshal, P. O'Hara; trustees, the officers, Walter West and W. Lamphear.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

LEARY RIDES NEARLY 8,000 MILES

Crescent President Makes Best Record for the Year—Club's Total Mileage 25,734 Miles.

Having ridden 7,702 miles and 19 centuries, Edward Leary, of the Crescent Bicycle Club of Baltimore, finally has landed the first prize in the century-mileage contest of that organization for 1908. Fred E. Mommer, of New York, who also has been a member of the Monumental City Club for several years, won second prize with a score of 3,674 miles, 22 single centuries and one double century. Thomas S. Taylor, the color-bearer of the club, finished in third place by riding 3,669 miles and 5 centuries.

Edward Leary, who won the first medal, is the president of the Crescents, and is a man well past middle age. What makes his performance the more creditable is the fact that he does not ride on Sunday, every one of the 19 centuries ridden by him having been made on week days. Leary is a newcomer in the ranks of Baltimore riders and his first attempt at riding centuries was made after he joined the club. It is no little record in itself to be able to complete the first century ever ridden together with 18 others in the same year.

The contest was conducted on a point system, allowing one point for each mile ridden and a hundred extra points for each century. This gave an incentive to century riding and resulted in 59 centuries being reported by club members during the year. The mileage reported by all members amounted to 25,734, and the order of finish of the first five members is as follows:

First—Edward Leary, 7,702 miles, 19 centuries, 9,602 points.

Second—Frederick E. Mommer, 3,674 miles, 24 centuries, 6,074 points.

Third—Thomas S. Taylor, 3,669 miles, 5 centuries, 4,169 points.

Fourth—Thomas W. Baker, 1,824 miles, 2 centuries, 2,024 points.

Fifth—Charles O. Reville, 1,172 miles, 1 century, 1,272 points.

Australian Riders Go on a Strike.

Promoters in Australia are not without their little difficulties with riders. When the last American mail closed 44 riders competing at the Melbourne saucer track, of which Ernest A. Pye, by the way, is manager, had gone on a strike because the manager held up the prize money from November 24th to December 2nd. A meet was to have been held on November 28th but after serving a demand upon the promoters that unless the money were forthcoming by noon of that day and not receiving it, the riders refused to go upon the track and the spectators had to be turned away. The riders are talking of organizing an association to protect their rights. If an American promoter did not pay off until three weeks after a meet some of the riders would run a grave risk of starving in the meantime, and doubtless the same conditions exist among the riders in the antipodes.

German Courts Define "Riding."

Two German courts have decided that to push a bicycle is to ride it. As the road was undergoing repairs a cyclist dismounted and pushed his bicycle along the sidewalk with the result that a policeman possessing more officiousness than common sense jotted down his name and address. In due course of time the cyclist was called upon by the police to pay a fine. Naturally he refused to do so and the case went to the Assessors' Court, which gave judgment to the effect that pushing and riding a machine were identical for legal purposes. The cyclist appealed, but with the same result, the higher court sustaining the ruling of the other. But the Kamergericht, the third and final court, quashed this absurd judgment, refusing to admit that the cyclist who pushed his machine rode it.

Iver Lawson Embarks in Cigar Trade.

Iver Lawson, the former world's champion, has a new job. His heaviest duty consists in setting a wooden Indian in front of a cigar store every morning and in placing it inside the store at night. The Salt Lake City crack has embarked in the cigar business at 27 East Third South street, that city. It is very probable, however, that when the racing season begins Lawson will hire a clerk and devote his time to training.

Barcelona Ready to Open a New Track.

Barcelona, Spain, has a new track, located at Bonanova, just outside the city gates. It is of cement construction, measuring 333.3 metres to the lap, with lines similar to the Buffalo track in Paris. Racing will begin this month and the Spanish promoters hope to induce several French cracks to spend the winter in the land of romance and tumbledown castles.

C. R. C. of A. Schedules Its Annual Ball.

The Century Road Club of America will hold its annual ball Saturday evening, February 27th. Lyric Hall, at Sixth avenue and Forty-second street, New York City, will be the place where Terpsichore will hold forth.

Stol Returns to His European Home.

John Stol, the Hollander who was paired with Walter Rutt in the six days race, sailed for Antwerp Tuesday last, 12th inst. Since the race, Stol has been the guest of Dave Coburn, of Newark, who trained all the foreign riders.

Dates for the Paris Grand Prix.

The Grand Prix meeting will be held in Paris on July 4, 8 and 11. These dates were decided last week by the Committee on Organization.

SIX DAYS CONTEST ON ROLLERS

"International Cycle Association" Programs Novel Team Race—Long Grind in Two Minutes Instalments.

It had to come sooner or later—the six days home trainer team race, and to the "International Cycle Association" which, as everybody knows, or ought to know, contains riders of all nationalities—"Methodists, Presbyterians, hard and soft shell Baptists, Mormons and Catholics"—goes the honor of promoting the first event of this sort.

The "International Association" has its headquarters at 305 West Forty-first street, New York City, and it is there that the "First Annual Grand International Home Trainer Bicycle Team Race" will hold forth next week, beginning on Monday night, 18th inst., and continuing until Saturday night, 23d inst.

New Yorkers, that is, those who journey to "Jackson's Velodrome," which is located at the aforementioned number on Forty-first street, will see some highly interesting six day racing—take Hardy Jackson's word for it. Each team will be allowed to ride two minutes each night and the team having the greatest distance to its credit at the end of the week will win the first prize.

As the entries do not close until 10 o'clock tonight the full list cannot be announced, but so far six teams have signified their intention of starting, the names of the teams entered and the members thereof being as follows:

Yankee team—W. Kelly and W. Wylie; German-American team—A. Lamson and Fritz Grunhoff; German-American team, No. 2—C. Benisch and R. White; Hobo team—E. Kindred and B. Jackson; Tiger team—E. Higgins and George MacAdams; Calumet team—Isaac Launcelot Lindsay and William A. Penn; International Cycle Association team—F. White and A. Draydon.

Turn Verein Wheelmen's Annual Election.

At its last meeting the National Turn Verein Wheelmen of Newark, N. J., elected the following officers for the ensuing year: President, August Wester, Jr.; vice-president, Gus A. Grub; secretary, Charles Braun; treasurer, Frank L. Shipman; sergeant-at-arms, Benjamin Neuschaefer; captain, Ernest Jokus. The report of the secretary showed that during the season of 1908 the Turners track team won a total of 88 prizes.

Dallas Boys to Compete on Bicycles.

The Pastime Driving and Athletic Club, Dallas, Texas., will hold a bicycle race for boys between 12 and 16 years of age, in that city on Sunday, 24th inst. Fifty dollars is to be expended for three medals—gold, silver and bronze.

CORRESPONDENCE

The Connecting of Dry Cells.

Editor of the Bicycling World:

Please let me know the reason why all motorcycles have the dry cells for ignition purposes connected in series instead of parallel.

Having occasion today to renew my three dry cells, I experimented. The three new batteries tested 20-21 amperes each. Connected in series, the same amperage was obtained. Connected in parallel, my tester was not strong enough to find out the voltage.

Once my machine refused to go, and investigation showed no spark. Testing the batteries, I found one dead one and two live ones. I disconnected the dead one and the machine got me home on the other two. This would seem to show that the internal resistance is very great in dry cells. And here is where I stop and need your valued assistance. Please give it to me through the columns of your paper.

MURRAY HERRON, Chicago, Ill.

[Series arrangement of the cells is necessary in order to secure the voltage or pressure under which the coil is designed to operate, and also because the low amperage of the series arrangement is not sufficient to cause excessive sparking at the contact maker. Just as the cylinder of the engine is made to resist the pressure of a normal explosion, but may crack if the pressure is raised unduly through the use of "dope" in the fuel, and as it will run most economically on a certain volume of gas, so the spark coil gives the most satisfactory results when operated under the exact current conditions for which it was designed. As a matter of fact, the internal resistance of ignition cells is very high, and the series arrangement is chosen by makers of ignition apparatus because it is more economical of the battery than the parallel arrangement. As a rule, increasing the voltage or amperage by adding more cells or altering the arrangement, while it may appear to give as good or better results than the regular arrangement, should not be indulged in as it tends either to burn the contact breaker points, or to run down the batteries very quickly. Hence the cutting out of a dead cell is really the only excuse for changing from the regular method of connection installed by the makers. A simple explanation of the reason why the amperage is the same for one cell or three arranged in series, will be found in the A B C of Electricity.]

About Acceleration of Motors.

Editor of the Bicycling World:

Upon my return from Europe one of my duties was to look over the back numbers of the Bicycling World, and in your issue of November 28th, I notice a few words with regard to the acceleration of a motor if the exhaust valve be lifted slightly. I hardly agree with the cause of this phenomenon since I have had experiences with a new motor.

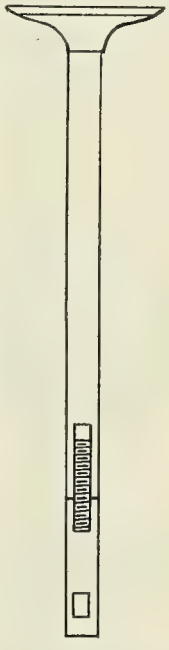
I believe that when the motor accelerates slightly upon lifting the exhaust valve a small distance there is a rarer mixture drawn into the cylinder and that the carburetter setting, therefore, is such that too rich a mixture is obtained under normal conditions. I should like to see this matter discussed, as it seems to be a very deep little problem.

EARLE L. OVINGTON,
New York City.

[It is true that holding the exhaust valves open a very little way would tend to reduce the suction at the carburetter. If the previous mixture had been too rich to give the best results, the effect of reducing the suction would be to cut down the amount of gasolene lifted from the jet and so to weaken the mixture very slightly, thus tending to produce a stronger explosion and so to accelerate the motor—other things being equal. But the way in which this diminution in suction is obtained should not be overlooked. Opening the exhaust valve—ever so little—during the suction stroke, must result in drawing back into the cylinder a very small quantity of the exhaust gas which has just been expelled from it. The effect of this is to dilute the live mixture, the effect of this, in turn, being to reduce the maximum pressure of the explosion. It is this process which slows the motor when the valves are unseated sufficiently to check the induction of fresh gas materially, and it is difficult to see how it can fail to weaken the force of the explosion at any time. It would appear that the true explanation is further to seek.]

To Make Old Exhaust Valves Useful.

Old exhaust valves which have been discarded because of wear of the key-way, due to the hammering action of the valve, may be restored to usefulness by cutting off the stem about 1 inch from the end, and drilling and tapping a ⅛-inch hole about ½ inch deep in the end remaining. An old



valve stem, the head of which has burned off and the lower end of which is in good condition, will suffice and avoid the necessity of cutting a keyway. Otherwise a piece of ¼ inch stock must be provided. This should be cut off slightly over 1½ inches, allowing 1-16 or so for wear on the old stem and push rod. The stock should be turned down to ⅛ diameter for ½ inch and a ⅛ die run over the small end, which then is screwed into the hole in the stem and brazed and smoothed up with a file. When an old valve stem is not used for such a job a keyway must be cut, of course, in the lower end. A repair of this sort, made in much the same way, as shown herewith, is known to have proved serviceable for a year and was still in good order when the machine was stored for the winter.

The Matter of Motorcycle Records.

Editor of the Bicycling World:

Will you please advise me who holds the world's records for one mile on single cylinder motorcycle, one mile on double cylinder and ten miles straightway on double cylinder, and the names of machines on which they were made.

H. M. SABERY, Rochester, N. Y.

[Records are not a matter of the number of cylinders. Some singles are larger, or as large, as some twins, and some twins are larger than "fours," and very properly, therefore, there are no such things as "single cylinder records." Only the fastest times made on machines not exceeding the F. A. M. limit of 61 cubic inches are booked as records, and the only official records are those shown in the table which appears elsewhere in this issue.]

"Thousands of Motors" Gone Astray.

Editor of the Bicycling World:

In Harpers Weekly of October 24, in an article on Herring's flying machine, I note he says he has sold "thousands and thousands" of his motors to motorcycle makers. It's news to me. Can you tell me who used these "thousands?"

A. CHARLES.

[Probably he sold them to the spirits he met up aloft.]

"We can truly say that we look forward to the coming of the Bicycling World and Motorcycle Review with real pleasure, and that we read it from cover to cover. We invariably open it before other mail to enjoy the news and the advertisements."—T. S. Chipley, Greenwood, S. C.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

HEAGREN CORRALING GOOD RIDERS

Salt Lake Manager Preparing for Lively Racing Season—Improvement of Salt Palace Saucer in Progress.

General Manager "Patpowers" Harry Heagren of Utah is not permitting any grass to grow under his feet these days, but is as busy as a baker's dozen bees, getting his lines out for the best riders in the country for next season.

In addition to writing flattering letters to many of the cracks now in the east Heagren is busy making arrangements for the remodeling and resurfacing of the Salt Palace track at Salt Lake City. Heagren says that if the "kibosh" is not put on the world's record table it will not be his fault.

The latest rider to make overtures is Robert J. Walthour, of Atlanta, Ga., who still likes to be called "Bobby", although he is the father of four children. Although he claims to have a contract to ride in Europe during March and April, Walthour wants to locate in Utah during the summer months. In his letter to Heagren, Walthour states that he has made arrangements with Gus Lawson to pace him.

Heagren also is in receipt of a letter from an Australian "champion" named P. Hehir. The Australian must have written the letter in his sleep for he states that he has won 79 firsts, some seconds and thirds during the past season on Australian tracks, and that he has defeated such men as Clarke, MacFarland and Pye. As a matter of truth Clarke was invincible the last time he rode in Australia and the last reports from the antipodes showed that Pye repeatedly has beaten Hehir. Pye is coming to America again and will bring with him Goulet, DeFraga and four other Australians. Heagren has asked Hehir to join them.

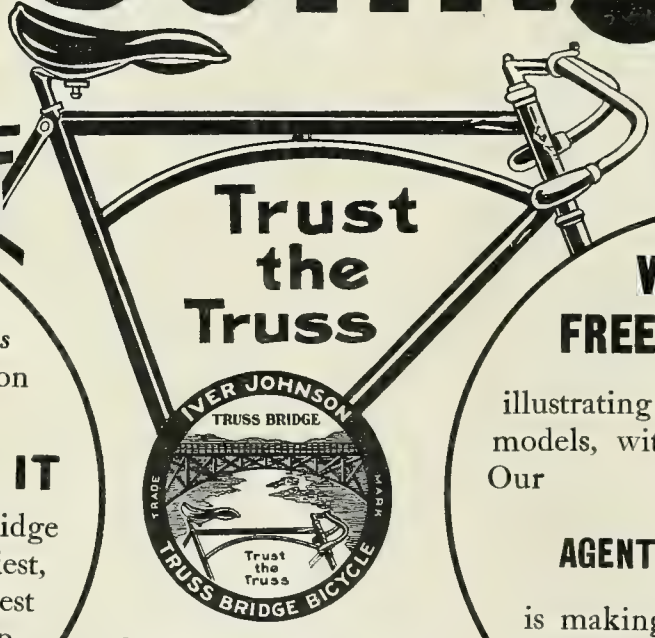
According to the Salt Lake City Telegram Heagren practically has landed E. F. Root, of Melrose, Mass., and Walter A. Bardgett, of Buffalo, so with the addition of the residential Salt Lake riders he will have quite an array of talent when the track opens on Decoration Day. Among the local professionals in Salt Lake City at the present time are W. E. Samuelson, Downing, Lawson, Wilcox, Redman, West, Achorn, Senhouse, Schnell, Hopper and Turville. With the addition of the Australian visitors, one or two match riders, and with T. M. Samuelson, Gus Lawson, Whittler and DeFraga on the motors he will have a sufficient field to run races.

Plainfield Club Elects New Officers.

The Plainfield (N. J.) Cycling Club, which was organized last year, has elected new officers, as follows: President, Sherman C. Haberle; vice-president, A. B. Dunham; recording secretary, Jack Horner; financial secretary, Robert Wood; treasurer, Raymond Mantz; trustees, the officers, I. B. Hoffman and N. I. Wiley.

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THE WORLD'S MOTORCYCLE RECORDS UP TO DATE

	Style of Start.	Character of Record.	Made by.	Place.	Date.	Time.
½ mile	F. S.	Competition	J. B. Derosier	Cambridge, Mass.	Aug. 19, '05	:38⅘
1 mile	F. S.	Against time	Fred Huyck	Detroit, Mich.	Sept. 20, '08	:54
1 mile	S. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	1:03⅗
1 mile	S. S.	Competition	Fred Huyck	Los Angeles, Cal.	Nov. 29, '08	1:01
2 miles	F. S.	Against time	Walter Goerke	Detroit, Mich.	Oct. 22, '08	1:54
2 miles	S. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	2:06⅘
2 miles	S. S.	Competition	Fred Huyck	Los Angeles, Cal.	Nov. 29, '08	1:54
3 miles	F. S.	Against time	Walter Goerke	Detroit, Mich.	Oct. 22, '08	2:50⅗
3 miles	S. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	3:03⅗
3 miles	S. S.	Competition	Fred Huyck	Los Angeles, Cal.	Nov. 29, '08	2:48⅗
4 miles	F. S.	Against time	Stanley Kellogg	Detroit, Mich.	Sept. 20, '08	3:46⅘
4 miles	S. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	4:00
4 miles	S. S.	Competition	Fred Huyck	Los Angeles, Cal.	Nov. 29, '08	3:43⅗
5 miles	F. S.	Against time	Stanley Kellogg	Detroit, Mich.	Sept. 20, '08	4:43
5 miles	S. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	4:56⅖
5 miles	S. S.	Competition	Fred Huyck	Los Angeles, Cal.	Nov. 29, '08	4:38⅗
6 miles	F. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 23, '08	5:41⅗
6 miles	S. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	5:53⅗
6 miles	S. S.	Competition	Fred Huyck	Los Angeles, Cal.	Nov. 29, '08	5:41
7 miles	F. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 23, '08	6:36⅖
7 miles	S. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	6:52
7 miles	S. S.	Competition	Fred Huyck	Los Angeles, Cal.	Nov. 29, '08	6:35
8 miles	F. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 23, '08	7:35⅕
8 miles	S. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	7:47⅘
8 miles	S. S.	Competition	Fred Huyck	Los Angeles, Cal.	Nov. 29, '08	7:30
9 miles	F. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 23, '08	8:32⅗
9 miles	S. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	8:45
9 miles	S. S.	Competition	Fred Huyck	Los Angeles, Cal.	Nov. 29, '08	8:25
10 miles	F. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 23, '08	9:29⅗
10 miles	S. S.	Against time	Fred Huyck	Detroit, Mich.	Sept. 20, '08	9:17
10 miles	S. S.	Competition	Fred Huyck	Detroit, Mich.	Sept. 20, '08	9:17⅖
11 miles	F. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 23, '08	10:27⅖
11 miles	S. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	10:39⅕
11 miles	S. S.	Competition	Fred Huyck	Detroit, Mich.	Sept. 20, '08	10:11⅖
12 miles	F. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 23, '08	11:24⅕
12 miles	S. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	11:36⅘
12 miles	S. S.	Competition	Fred Huyck	Los Angeles, Cal.	Nov. 29, '08	11:12
13 miles	F. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 23, '08	12:24⅘
13 miles	S. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	12:34⅕
13 miles	S. S.	Competition	Fred Huyck	Los Angeles, Cal.	Nov. 29, '08	12:07⅕
14 miles	F. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 23, '08	13:21
14 miles	S. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	13:31⅗
14 miles	S. S.	Competition	Fred Huyck	Los Angeles, Cal.	Nov. 29, '08	13:03⅕
15 miles	F. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 23, '08	14:18⅘
15 miles	S. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	14:28⅕
15 miles	S. S.	Competition	Fred Huyck	Los Angeles, Cal.	Nov. 29, '08	13:58⅕
16 miles	S. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	15:25⅗
16 miles	S. S.	Competition	Fred Huyck	Los Angeles, Cal.	Nov. 29, '08	14:54⅖
17 miles	S. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	16:20
17 miles	S. S.	Competition	Fred Huyck	Los Angeles, Cal.	Nov. 29, '08	15:51⅖
18 miles	S. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	17:18
18 miles	S. S.	Competition	Fred Huyck	Los Angeles, Cal.	Nov. 29, '08	16:47⅖
19 miles	S. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	18:15⅗
19 miles	S. S.	Competition	Fred Huyck	Los Angeles, Cal.	Nov. 29, '08	17:44⅖
20 miles	S. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	19.13⅕
20 miles	S. S.	Competition	Fred Huyck	Los Angeles, Cal.	Nov. 29, '08	18:39⅗
21 miles	S. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	20:10
21 miles	S. S.	Competition	Fred Huyck	Los Angeles, Cal.	Nov. 29, '08	19:35⅗
22 miles	S. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	21:08⅖
22 miles	S. S.	Competition	Fred Huyck	Los Angeles, Cal.	Nov. 29, '08	20:31⅗
23 miles	S. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	22:06
23 miles	S. S.	Competition	Fred Huyck	Los Angeles, Cal.	Nov. 29, '08	23:59⅗
24 miles	S. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	23:02⅘
24 miles	S. S.	Competition	Fred Huyck	Los Angeles, Cal.	Nov. 29, '08	22:21⅘
25 miles	S. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	24:00⅗
25 miles	S. S.	Competition	Fred Huyck	Los Angeles, Cal.	Nov. 29, '08	23:18⅖
26 miles	S. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	24:58⅖
26 miles	S. S.	Competition	J. H. Shafer	Los Angeles, Cal.	Nov. 29, '08	27:06⅖
27 miles	S. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	26:17
27 miles	S. S.	Competition	J. H. Shafer	Los Angeles, Cal.	Nov. 29, '08	28:07⅘
28 miles	S. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	27:14⅘
28 miles	S. S.	Competition	J. H. Shafer	Los Angeles, Cal.	Nov. 29, '08	29:10⅘
29 miles	S. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	28:12⅖
29 miles	S. S.	Competition	J. H. Shafer	Los Angeles, Cal.	Nov. 29, '08	30:13
30 miles	S. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	29:10⅕
30 miles	S. S.	Competition	J. H. Shafer	Los Angeles, Cal.	Nov. 29, '08	31:20
31 miles	S. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	30:09
31 miles	S. S.	Competition	J. H. Shafer	Los Angeles, Cal.	Nov. 29, '08	32:31⅗
32 miles	S. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	31:07⅖
32 miles	S. S.	Competition	J. H. Shafer	Los Angeles, Cal.	Nov. 29, '08	33:32⅘
33 miles	S. S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	32:06⅘
33 miles	S. S.	Competition	J. H. Shafer	Los Angeles, Cal.	Nov. 29, '08	34:34⅗

	Style of Start.	Character of Record.	Made by	Place.	Date.	Time.
34 miles	S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	33:05⅗
34 miles	S.	Competition	J. H. Shafer	Los Angeles, Cal.	Nov. 29, '08	35:40
35 miles	S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	34:04⅕
35 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	37:12⅖
36 miles	S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	35:03
36 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	38:16⅗
37 miles	S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	36:01⅘
37 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	39:21
38 miles	S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	37:00⅕
38 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	40:25⅗
39 miles	S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	37:59
39 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	41:28⅗
40 miles	S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	39:01⅕
40 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	42:32⅖
41 miles	S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	40:25⅗
41 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	43:36
42 miles	S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	41:22
42 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	44:39
43 miles	S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	42:19⅘
43 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	45:43
44 miles	S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	43:16⅗
44 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	46:46
45 miles	S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	44:13⅗
45 miles	S.	Competition	J. H. Shafer	Los Angeles, Cal.	Sept. 9, '08	47:58⅖
46 miles	S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	45:10⅘
46 miles	S.	Competition	J. H. Shafer	Los Angeles, Cal.	Sept. 9, '08	49:00⅘
47 miles	S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	46:02⅖
47 miles	S.	Competition	J. H. Shafer	Los Angeles, Cal.	Sept. 9, '08	50:04⅕
48 miles	S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	47:06
48 miles	S.	Competition	J. H. Shafer	Los Angeles, Cal.	Sept. 9, '08	51:06⅘
49 miles	S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	48:04
49 miles	S.	Competition	J. H. Shafer	Los Angeles, Cal.	Sept. 9, '08	52:09⅕
50 miles	S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	49:02⅖
50 miles	S.	Competition	J. H. Shafer	Los Angeles, Cal.	Sept. 9, '08	53:11⅕
51 miles	S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	50:02
51 miles	S.	Competition	J. H. Shafer	Los Angeles, Cal.	Sept. 9, '08	54:13
52 miles	S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	51:00⅗
52 miles	S.	Competition	J. H. Shafer	Los Angeles, Cal.	Sept. 9, '08	55:16
53 miles	S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	51:59⅕
53 miles	S.	Competition	J. H. Shafer	Los Angeles, Cal.	Sept. 9, '08	56:19⅗
54 miles	S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	52:56⅘
54 miles	S.	Competition	J. H. Shafer	Los Angeles, Cal.	Sept. 9, '08	57:20⅖
55 miles	S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	53:55⅕
55 miles	S.	Competition	J. H. Shafer	Los Angeles, Cal.	Sept. 9, '08	58:23⅘
56 miles	S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	54:53⅗
56 miles	S.	Competition	J. H. Shafer	Los Angeles, Cal.	Sept. 9, '08	59:26⅕
57 miles	S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	55:52⅖
57 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:00:58⅘
58 miles	S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	56:51⅗
58 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:02:01⅘
59 miles	S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	57:51
59 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:03:05⅘
60 miles	S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	58:49
60 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:04:09⅕
61 miles	S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 24, '08	59:47⅕
61 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:05:11⅗
61⅕ miles	S.	Against time	Fred Huyck	Detroit, Mich.	Oct. 22, '08	60:00
62 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:06:15
63 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:07:18
64 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:08:20⅗
65 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:09:22⅘
66 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:10:26⅖
67 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:11:29⅗
68 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:12:33
69 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:13:37⅗
70 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:14:42⅗
71 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:15:47
72 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:16:51⅘
73 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:17:54⅘
74 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:18:57⅕
75 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:20:00⅕
76 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:21:03⅘
77 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:22:08
78 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:23:12⅘
79 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:24:16⅕
80 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:25:19⅖
81 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:26:21⅗
82 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:27:22⅘
83 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:28:27⅖
84 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:29:31⅖
85 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:30:37
86 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:31:43⅖
87 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:32:48⅘
88 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:33:53⅘
89 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:34:58⅗
90 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:36:03
91 miles	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:37:06⅕

"IN THE GOOD OLD SUMMER TIME."



	Style of Start.		Character of Record.	Made by	Place.	Date.	Time.
92 miles	S.	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:38:43⅗
93 miles	S.	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:39:49⅗
94 miles	S.	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:40:55⅘
95 miles	S.	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:42:03⅕
96 miles	S.	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:43:11⅖
97 miles	S.	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:44:19⅕
98 miles	S.	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:45:26⅕
99 miles	S.	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:46:35
100 miles	S.	S.	Competition	Robert Stubbs	Birmingham, Ala.	Nov. 24, '08	1:47:44
101 miles	S.	S.	Against time	O. C. Godfrey	Canning Town, Eng	Dec. 22, '08	2:09:06
150 miles	S.	S.	Against time	O. C. Godfrey	Canning Town, Eng	Dec. 22, '08	3:14:35⅗
200 miles	S.	S.	Against time	O. C. Godfrey	Canning Town, Eng	Dec. 22, '08	4:16:28⅗
250 miles	S.	S.	Against time	O. C. Godfrey	Canning Town, Eng	Dec. 22, '08	5:37:22⅗
268 miles	S.	S.	Against time	O. C. Godfrey	Canning Town, Eng	Dec. 22, '08	5:59:47⅕
139 m. 320 yds	S.	S.	Against time	O. C. Godfrey	Canning Town, Eng	Dec. 22, '08	3:00:00
186 m. 1300 yds	S.	S.	Against time	O. C. Godfrey	Canning Town, Eng	Dec. 22, '08	4:00:00
228 m. 1600 yds	S.	S.	Against time	O. C. Godfrey	Canning Town, Eng	Dec. 22, '08	5:00:00
268 m. 285 yds	S.	S.	Against time	O. C. Godfrey	Canning Town, Eng	Dec. 22, '08	6:00:00
*67 m. 1655 yds	S.	S.	Against time	C. R. Collier	Brooklands, Eng.	Oct. 8, '08	1:00:00

* Made on 2⅓ miles banked track.

STRAIGHTAWAY RECORD—AMATEUR.

1 mile	F.	S.	Competition	Glen H. Curtiss	Ormond Beach, Fla.	Jan. 23, '07	:46⅗

AMERICAN PROFESSIONAL RECORDS.

⅓ mile	F.	S.	Against time	J. B. Derosier	Clifton, N. J.	Aug. 23, '08	:13⅕
½ mile	F.	S.	Against time	J. B. Derosier	Clifton, N. J.	Aug. 23, '08	:27⅗
1 mile	F.	S.	Against time	J. B. Derosier	Clifton, N. J.	July 5, '08	:56
1 mile	S.	S.	Against time	J. B. Derosier	Clifton, N. J.	July 26, '08	1:02
2 miles	F.	S.	Competition	J. B. Derosier	Clifton, N. J.	July 26, '08	2:05
3 miles	F.	S.	Competition	J. B. Derosier	Clifton, N. J.	Aug. 23, '08	3:01⅗
4 miles	F.	S.	Competition	J. B. Derosier	Clifton, N. J.	July 26, '08	4:15
5 miles	F.	S.	Competition	J. B. Derosier	Clifton, N. J.	July 26, '08	5:25
6 miles	F.	S.	Competition	J. B. Derosier	Clifton, N. J.	July 5, '08	7:23
7 miles	F.	S.	Competition	J. B. Derosier	Clifton, N. J.	July 5, '08	8:32
8 miles	F.	S.	Competition	J. B. Derosier	Clifton, N. J.	July 5, '08	9:45
9 miles	F.	S.	Competition	J. B. Derosier	Clifton, N. J.	July 5, '08	10:55⅕
10 miles	F.	S.	Competition	J. B. Derosier	Clifton, N. J.	July 5, '08	11:59

NOTABLE PERFORMANCES, MACHINES OVER 61. CUBIC INCHES PISTON DISPLACEMENT

1 mile	F.	S.	Against time	W. H. Wray, Jr.	Ormond Beach, Fla.	Jan. 24, '07	:44⅖
1 mile	S.	S.	Against time	W. H. Wray, Jr.	Ormond Beach, Fla.	Mar. 6, '08	:50⅖

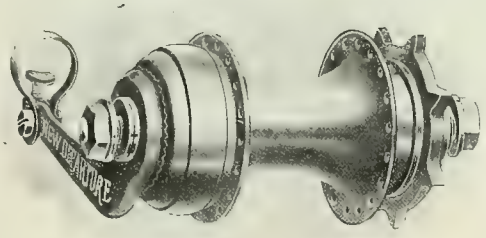
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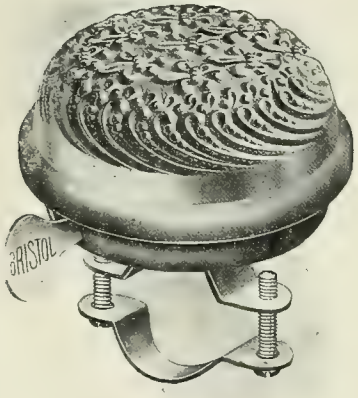
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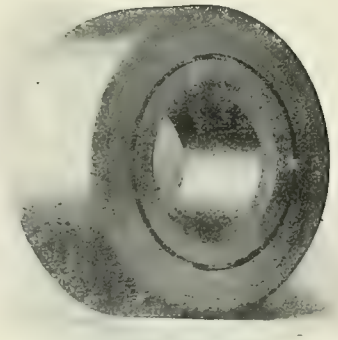
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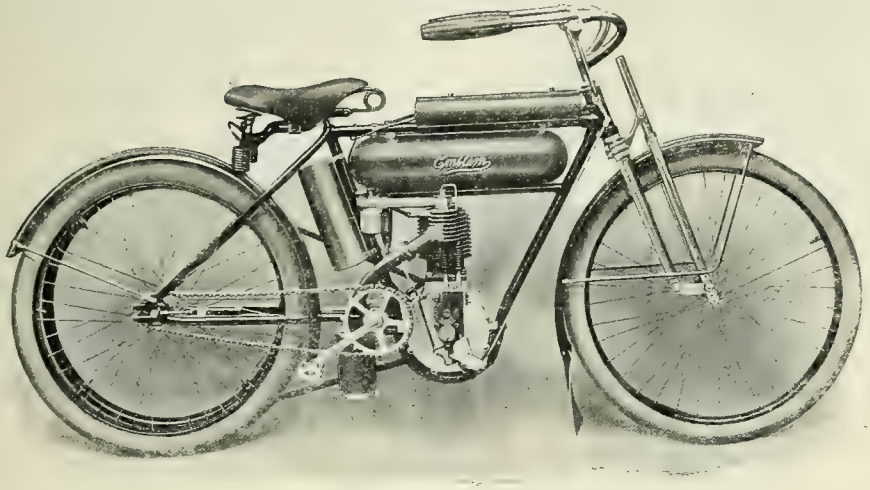
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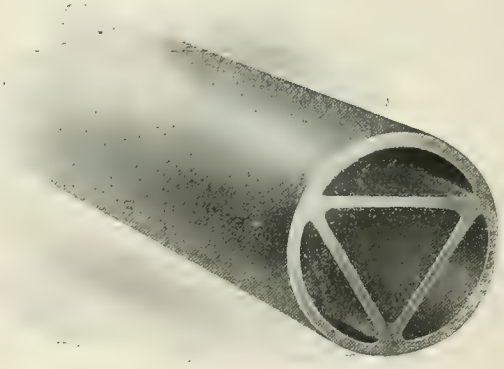
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SPRING FORK

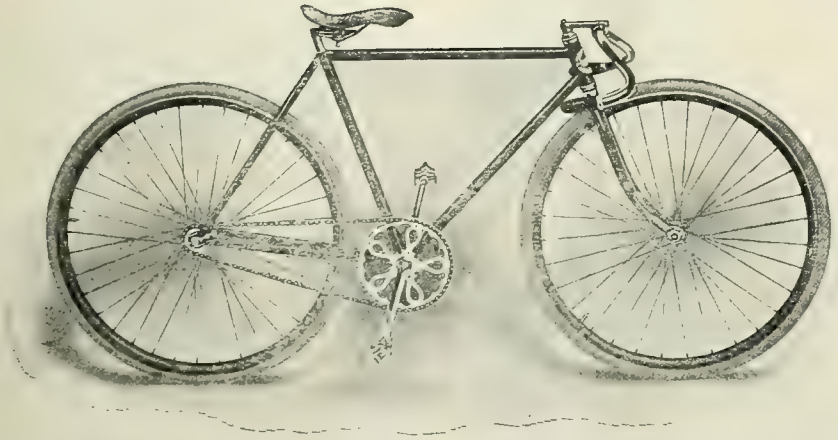
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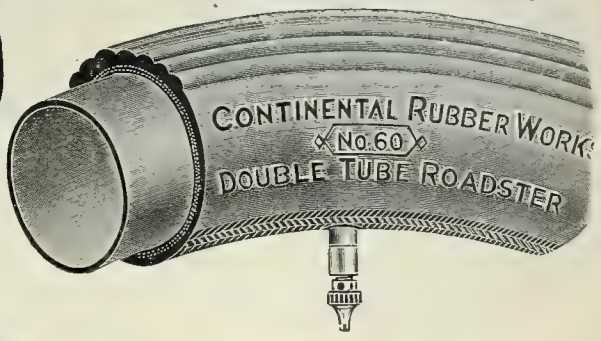
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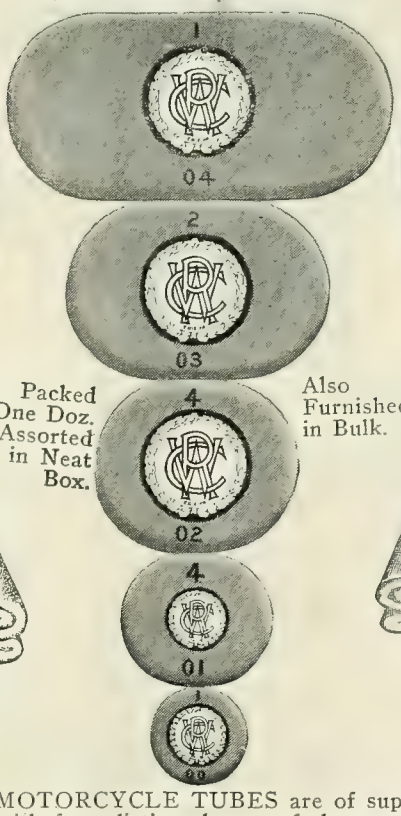
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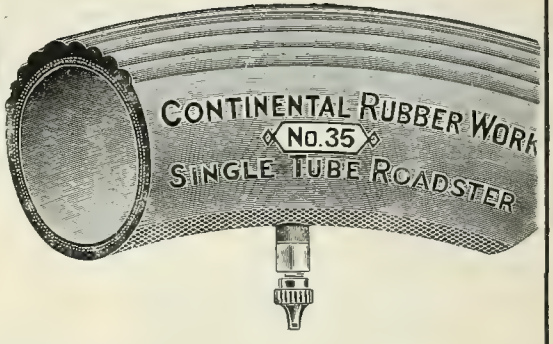
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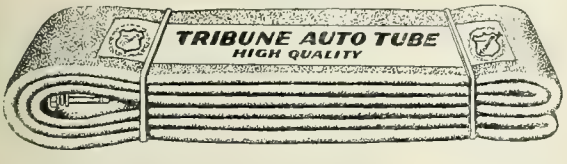
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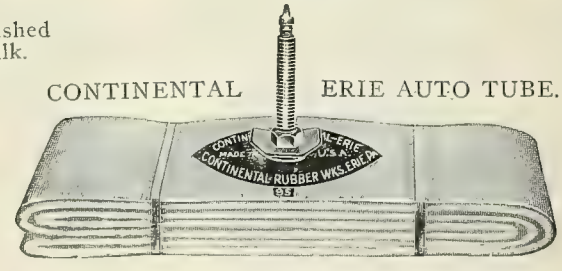




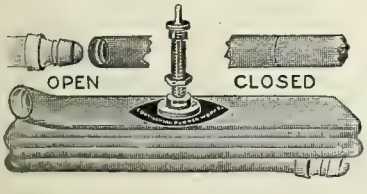
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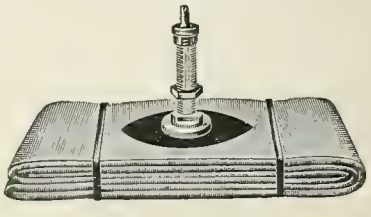


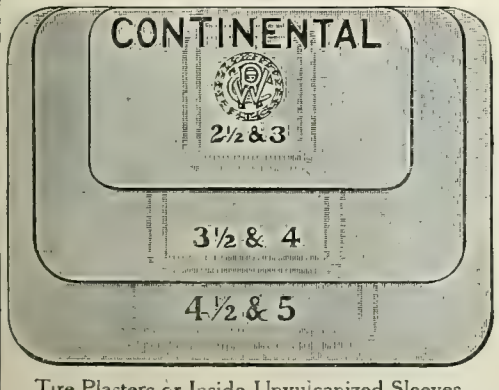
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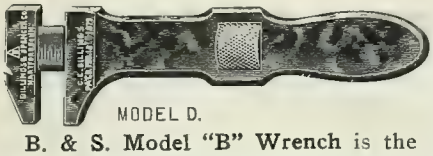
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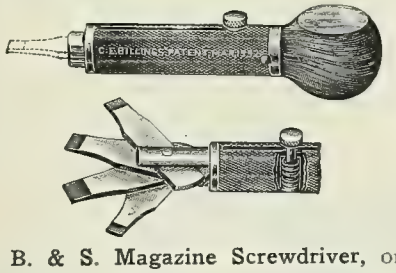


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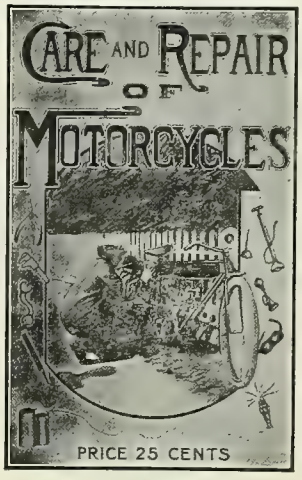


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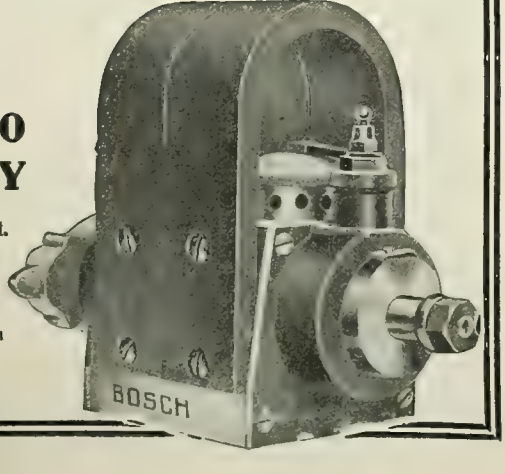
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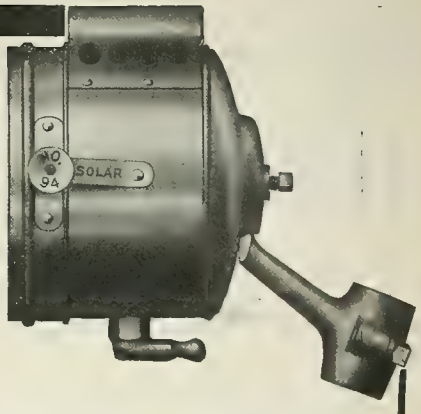


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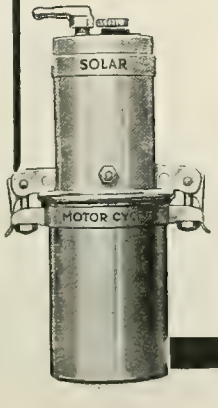
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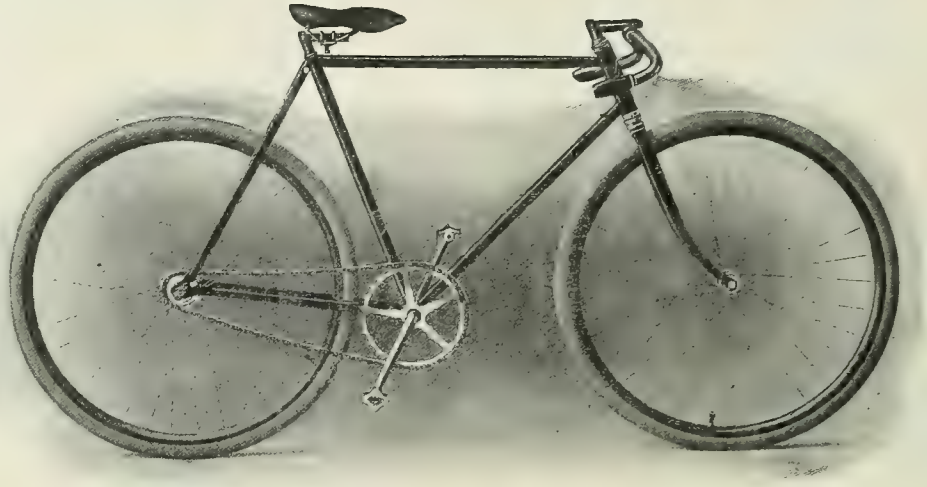
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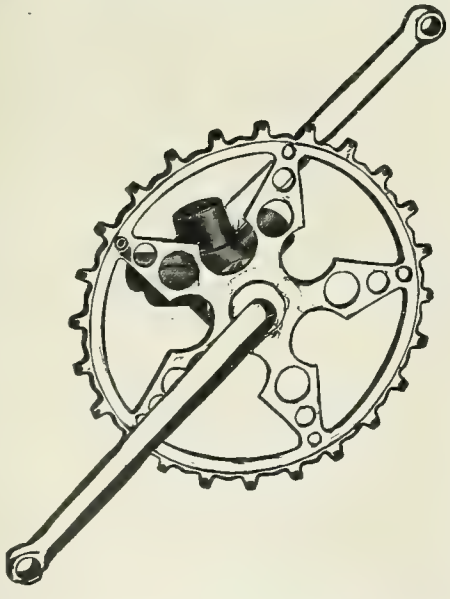
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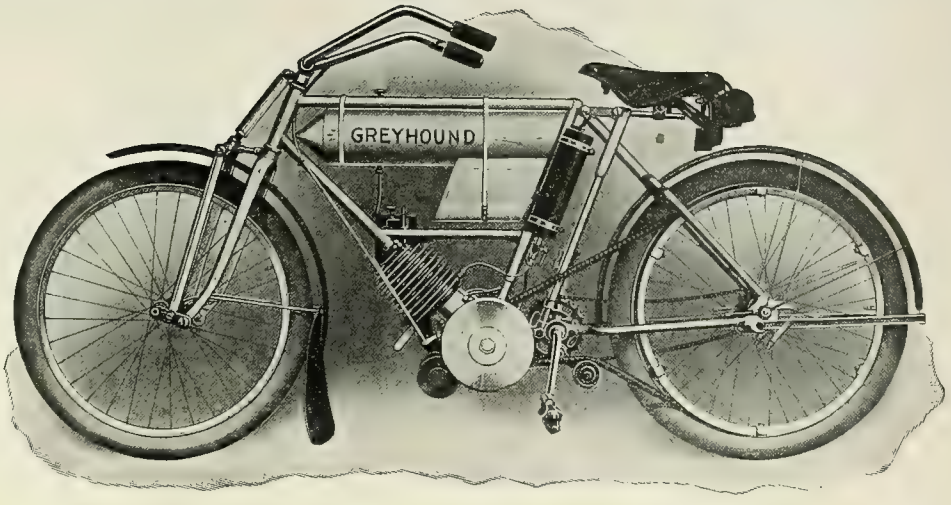
because

Greyhound Motorcycles

offer the finest combination of

SPEED and COMFORT

to be found anywhere.



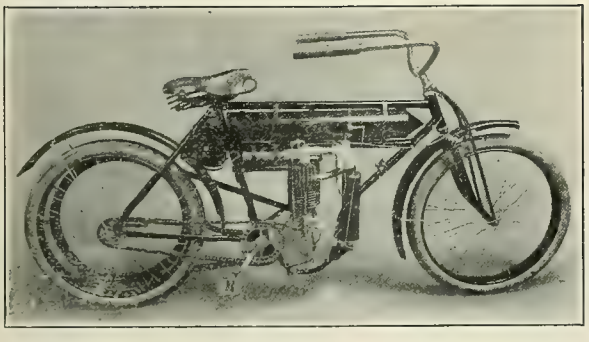
The GREYHOUND shock absorber is one of the sensations of the year. We offer agency terms that mean business.

We will welcome you at the Garden Show (space 545) or give prompt attention to your written communications at any time.

THE AUTO-BI COMPANY 1443 Niagara Street BUFFALO, N. Y.

ERIE 1909 3½h.p MOTORCYCLE

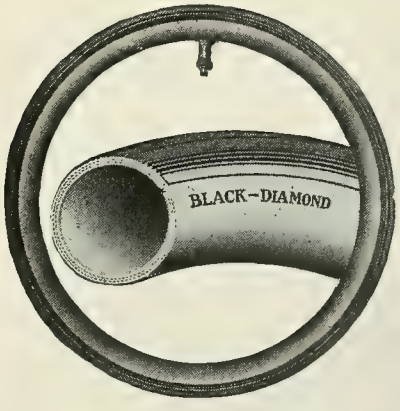
Price, $200



FEATURES—Mechanically operated intake valve, using the one cam to operate both valves. A double grip control that will no doubt outwear the bars. These are two exclusive features. Our new catalog tells the rest. It's free for the asking.

Our 40-page accessory catalogue will be sent you if you wish it.

Motorcycle Equipment Co.
HAMMONDSPORT, N. Y.



NEW BLACK DIAMOND TIRES

THE ENVY OF OUR COMPETITORS

New Black Diamond" Tires have given absolute satisfaction to thousands of riders. Why not buy a tire that will please your customers?

Write us for full particulars and 1909 catalogue.

THE SIDNEY B. ROBY CO.
208 South Avenue, ROCHESTER, N. Y.

WHEN YOU BUY

Motorcycle Accessories

BUY FROM

Motorcycle Specialists

We've been specializing on such things for many years and

OUR 1909 CATALOG

comprises the results of our long experience. We've sifted the wheat from the chaff—the catch-pennies from the "real things", and have listed every genuinely useful article for which the motorcyclist has need.

Send for a Copy

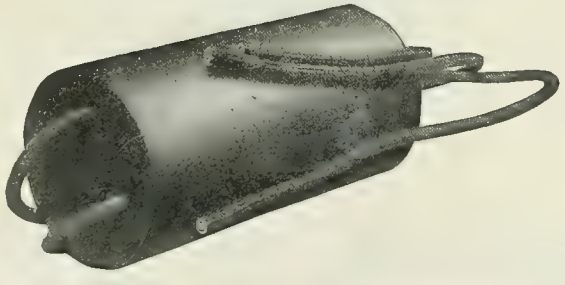
F. A. BAKER & COMPANY, 37 WARREN STREET, NEW YORK

Distributors of Indian Motorcycles, Pierce Motorcycles and Bicycles for Greater New York and Long Island.

Space No. 537 Motorcycle Section, Madison Square Garden Show

Pfanstiehl Motorcycle Coils

ARE GUARANTEED FOR 5 YEARS



Three reasons why you should be interested:

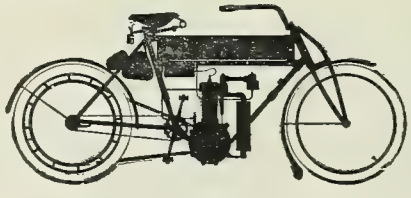
INDESTUCTIBILITY
RELIABILITY
PRICE

The up-to-date coil; constructed along practical and scientific lines, by patented methods, enabling us to offer unusual advantages.

Pfanstiehl Electrical Laboratory
NORTH CHICAGO, ILL.

SIX YEARS AGO WE ORIGINATED

The Trussed Frame and Forks
The Upright Motor Position
Roller Bearing Engines



Because we recognized their superiority. Two new models for 1909, employing these and many other exclusive "Curtiss" features.

Send for Catalogue G.

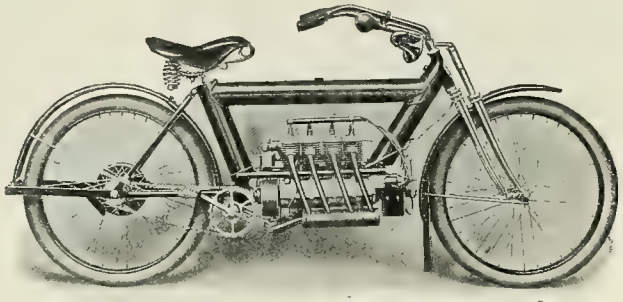
G. H. Curtiss Mfg. Co., Hammondsport New York

Manufacturers Curtiss World's Record Motorcycles

New York Distributor:
CURTISS MOTORCYCLE CO., 1203 Bedford Ave., Brooklyn, N. Y.
Pacific Coast Distributor:
GEO. A. FAULKNER, 351 12th St., Oakland, Cal.

A LITTLE PIERCE "NEWS"

4 Cylinder



Shaft Drive

EVERYBODY is interested in the Pierce Vibrationless Motorcycle. Dealers and riders are busily investigating the many superior and out-of-the-ordinary features of the Pierce, and riders are buying. As a result wise dealers in all parts of the country are closing with us daily and notwithstanding a goodly production, our whole 1909 output is all but gone. The Pierce will prove to be the biggest money-producer to the retailer of any motorcycle on the market. Secure the agency.

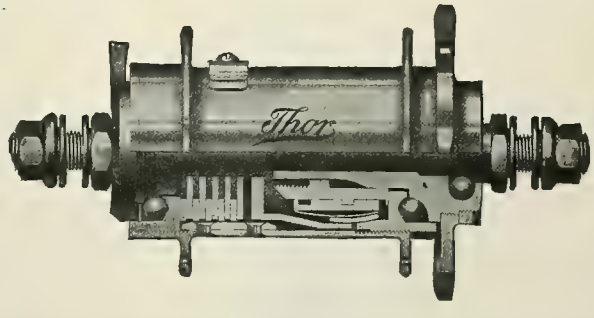
If it's worth while being in business at all, it's worth while to represent the Pierce Motorcycle and Pierce Bicycles. Correspond with us or visit our booth (No. 538) at Madison Square Garden Show.

THE PIERCE CYCLE COMPANY, Buffalo, N. Y.

OAKLAND AND DENVER.

Thor Coaster Brakes

Demonstrated at the NEW YORK SHOW Motorcycle Section



THE BRAKE YOU WILL EVENTUALLY USE

AURORA AUTOMATIC MACHINERY CO., Aurora, Ill.



WRITE FOR ENTRY BLANK!

Jones Motorcycle Contest

Handsome Sterling Silver Loving Cup, twenty inches high, mounted on ebony base to be awarded to the winner.

JONES SPEEDOMETER

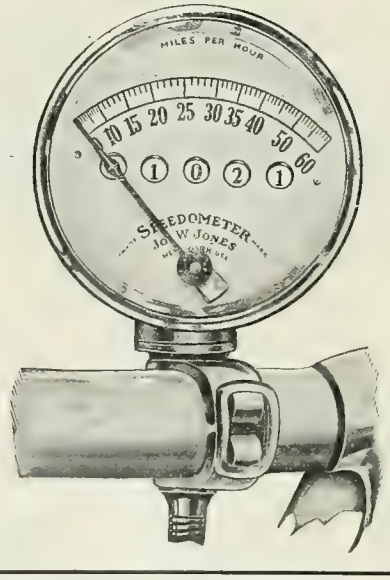
The rapidly increasing popularity of the high speed motorcycle has created a strong demand for speed indicators.

Especially for this use we make three models, two of which indicate the speed to 50 and 60 miles per hour. The third model (illustrated herewith) indicates the speed to 60 miles per hour and also records in Miles and Tenths the total mileage travelled.

In ordering state clearly the make and model of machine and diameter of front wheel.

THE JONES SPEEDOMETER

76th Street and Broadway, New York



SAGER CUSHION FORK



A Pointer for Dealers

Read the Following Testimonial and do Likewise

Rochester, N. Y., 4-18-'08.

Mr. J. H. Sager, City.

Dear Sir:—How do we like the new fork? **It's all right—fine.** The new method of attaching makes a strong, secure fastening, practically a part of the machine, and easy to attach. **We are putting them on 75 per cent. of the machines we sell** both new and second hand, besides many of the cleaning and overhauling jobs. It makes the rider comfortable, happy and satisfied; saves the machine, tires, chains, sprockets, everything. If your boy is coming our way again to-day you may send over another half dozen..

Yours rtuly,
THE G. L. MINER CO.,
Per G. L. M.

"What has been done, can be done."

Mr. Miner rides a Sager Fork on a double cylinder Indian and has sold over 50 cushion forks to satisfied customers.

¶ An ideal cushion for the front of motorcycles and bicycles, annulling all vibration; adds three inches to wheel base.

¶ Can be attached or detached in a few minutes, the only tools necessary being a monkey wrench.

¶ Words fail to describe the comfort-giving qualities of this device. It's the nearest to riding in an air ship of anything on wheels.

¶ **The standard in motorcycle forks** used as regular equipment on the following machines: Harley-Davidson, Yale-California, Fowler-Manson, Thiem, also applicable to the Indian, Reading-Standard, Armac, Merkle, Light, Wagner and others.

PRICES

Fully nickeled for Bicycles.....$10.00
Fully nickeled for Motorcycles..... 15.00

Returnable after 30 days trial and money back if not satisfactory.

J. HARRY SAGER
ROCHESTER, N. Y.

Made by the man who invented Sager Saddles, Sager Gear, Regus Spring Frame, etc., etc.

1909 Model Now Ready

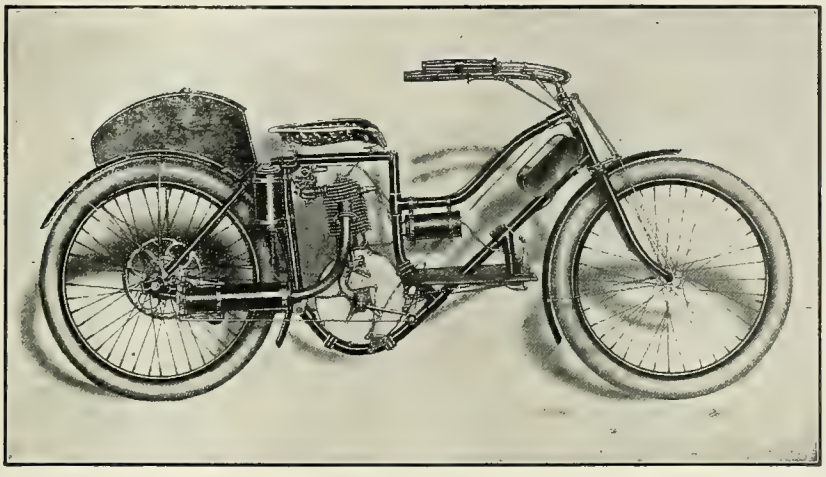
NEW ERA AUTO-CYCLE

1909 Model Now Ready

See Our Exhibit—Space 552—At Madison Square Garden, January 16-23

Good Features

Two Speeds
Free Motor
Motor started by a crank
Foot Board
No Pedals



Good Features

Form Seat
3½ h.p. Motor
60" Wheel Base
No Vibration
Luxurious Riding

Patent Pending.

Notice To Dealers: MR. DEALER, it would pay you to investigate our proposition. Some desirable territory open. Write at once for full particulars.

THE NEW ERA GAS ENGINE CO., 2 Dale Ave., Dayton, Ohio

5000 Cars This Year

IS THE CAPACITY OF THIS PLANT

I Have Succeeded to the Business and Good Will of the

Waltham Manufacturing Company

And will sell the remaining stock of cars at about *one-half of former prices.* Model 17, $175; Model 18, $250; Model 27, $350; Model 28, $400; Model 38, $500; Model DC, $400; Model ER, $400.

I will continue to make and supply parts for all models. The following list of surplus material will be disposed of at low prices:

Lot 1—65 Meisel steering columns with spark and throttle control. Manufacturers' cost $38.00 each. Will sell $25 each.

Lot 2—68 Crank shaft forgings, 4 cyl. 4 in. throw. Cost $9.00 each. Sell for $5.00 each.

Lot 3—200 Carbureters, ⅞ in. intake. Used on single cylinder Buckboards. Cost $5.50. Sell for $4.50.

Lot 4—100 Crank shafts partly machined for 16 and 20 H.P. 4 cylinder motors. Cost $9.00 to $15.00 each. Sell for $5.00 each.

Lot 5—103 Pittsfield & Dow single unit vibrator coils. $3.50.

Lot 6—120 Flywheels, 16 in. diameter; 3¾ face; weight 89 lbs. Sell 5c. per lb.

Lot 7—75 Elliptic springs, 5-leaf, 36 in. x 5 in.; weight, —. Sell 5c. per lb.

Lot 8—100 10-gal. gasoline tanks, 29½ in. x 11 in. x 8 in.; $3.00 each.

Lot 9—50 Artillery wheels, 30 x 3½, less hubs; Dunlop rims. $2.00.

Lot 10—30 Artillery wheels, 30 x 3½, less hubs; Clincher rims. $3.00.

Lot 11—150 Pair brass dasher lamp bracket and handles; suitable for any car; very ornamental. $1.00.

Lot 12—100 Wood rims, 30 x 2½, for single tube tires. $1.00.

Also 32 x 3½ Dunlop tire cases. $10.00.
16 H.P. crank shafts; mud guard irons; head light forgings, etc.

Shortly I will announce the new car—a light and strong Runabout at A PRICE THAT WILL SURPRISE YOU.

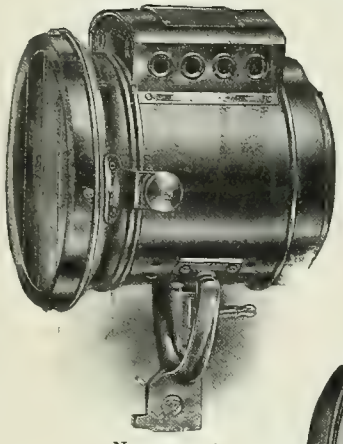
The METZ PLAN OF PURCHASE will bring this splendid car within the reach of anyone.

C. H. METZ Successor to Waltham M'f'g Company Waltham, Mass.

"THE 20TH Century"

The Leading MOTORCYCLE
SEARCHLIGHTS

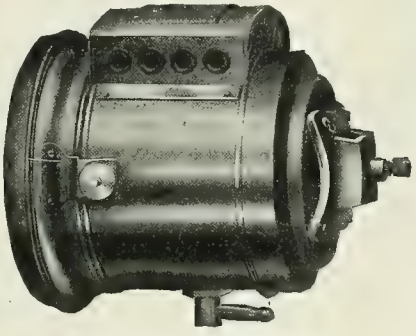
AS FINE AS CAN BE MADE

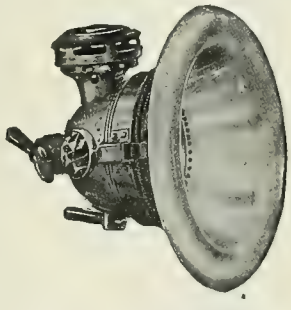


No. 100.
Front Diam., 5 Inches
4-IN. GROUND MANGIN LENS REFLECTORS
Brass Polished or Nickel Finish
PRICE WITH GENERATOR No. 9 and including
BRACKETS TO FIT DIFFERENT POSITIONS
On Any Motorcycle.....$12.50
Lamp Only 7.00

No. 101
Same Description and Prices
Back Lug Uses
LAMP BRACKET NO. 14¼

No. 102 *not illustrated*
Same Description and Prices
With Lug on Each Side
For 2 Prong Bracket No 14¼





NO. 4—HEAD-LIGHT
The Original "Separate Generator" MOTORCYCLE LAMP
Now Extensively Used at Home and Abroad as the Popular Priced Lamp
BRASS-NICKELED—ALUMINUM REFLECTORS
Prices, Including No. 9 Generator, are according to Brackets from $6.00 to $7.50
See Catalogue

No. 6 *not illustrated*
On the general Style of No. 4, but
SELF-CONTAINED GENERATOR
always in demand
Price, with No. 1 Bracket.....$5.00
Extra with higher cost Brackets

NO. 9 GENERATOR
Brass-Nickeled. Height, 6 inches. Diam., 2¼ inches
Carbide Capacity, 6 ozs.
Supplies, approximately, Searchlights 5 to 6 hours.
Headlights, 6 to 8 hours
Price, includes Band with lugs to attach any 20th Century Bracket.....$4.00



THE SEVERE JAR OF MOTORCYCLES MAKES IT IMPERATIVE THAT ACCESSORIES SHOULD BE STRONG AND MOTORCYCLISTS APPRECIATING THIS ARE WILLING TO PAY A FAIR PRICE FOR A GOOD LAMP WITH PROPER ATTACHMENTS.

DEALERS SERVE THEIR OWN INTERESTS BY HANDLING THE STANDARDS

"20th CENTURY"

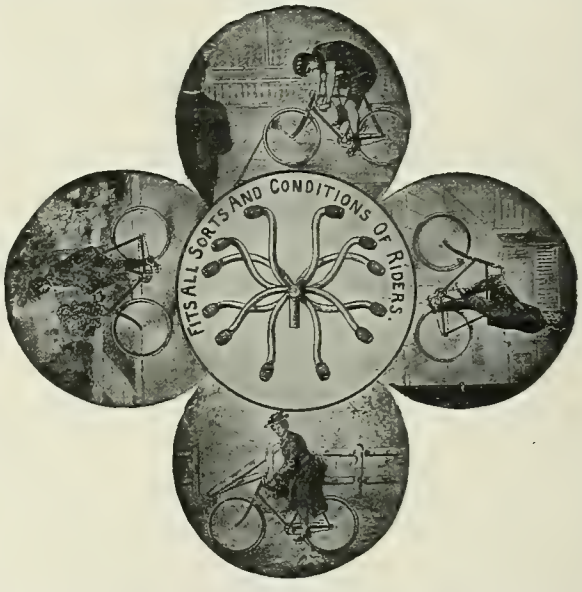
FOR FULL LINE "20TH CENTURY" BICYCLE, AUTOMOBILE AND BOAT LAMPS AND GENERATORS, CONSULT 20TH CENTURY CATALOGUE,
20TH CENTURY MFG. CO., 19 WARREN ST., NEW YORK.

THERE IS BUT ONE HANDLE BAR

that affords comfort to all ages, sizes and conditions of mankind—

The Kelly Adjustable

THE STANDARD BAR OF THE WORLD



AFFORDS TWENTY-FIVE DIFFERENT POSITIONS

and renders pleasure possible no matter what may be the pace or the road conditions. The Kelly Bar fitted to any bicycle adds a strong selling point.

Any bicycle manufacturer will supply it if you insist

KELLY HANDLE BAR CO.
CLEVELAND, OHIO

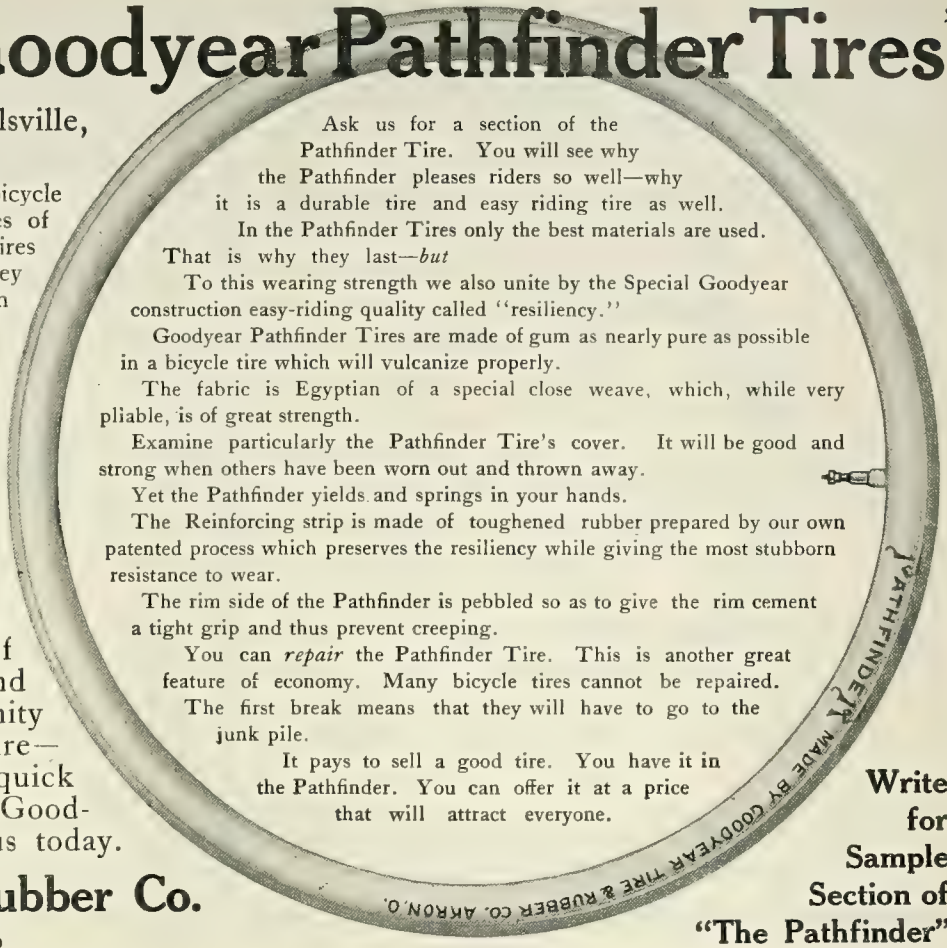
"Rush More Goodyear Pathfinder Tires"

J. A. Leonard, bicycle dealer of Wellsville, N. Y., writes us:—

"I am sending you the names of fifteen bicycle riders who have purchased Pathfinder Tires of me. These have bought from one to two tires each and are well pleased with them. They have proven to be excellent tires. I am sending an order for more Goodyear Pathfinder Tires. Please rush as I do not wish to get out of them."

This is a sample of the kind of letters we are getting from live dealers every day. We have more than 300 dealers—one to a town—all over the country, who write us that the Goodyear Pathfinder is the readiest seller they ever handled. There must be a reason. Find out. You write us if we are not represented in your town, and see what a money-making opportunity there is in it for you. Be the live wire—for wide-awake dealers certainly are quick to see the advantages of handling the Goodyear Pathfinder. Start a letter to us today.

The Goodyear Tire & Rubber Co.
Moal Street, Akron, Ohio



Write for Sample Section of "The Pathfinder"

Lragest Automobile Supply House in America



The Diamond Volt Ammeter.

We handle a Large Assortment of

MOTORCYCLE SUPPLIES

Articles too numerous to mention here

SOLE U. S. AGENTS FOR BRAMPTON CELEBRATED MOTORCYCLE CHAINS


Goggles and Caps.

Our Catalog No. 11, the most complete of the kind, mailed on request

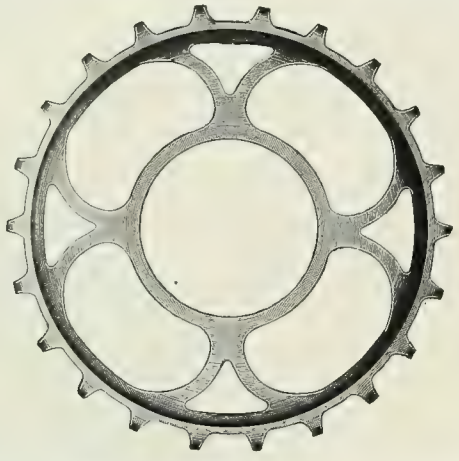
CHAS. E. MILLER, Manufacturer, Jobber, Exporter, Importer HOME OFFICE—97-99-101 Reade Street **New York City**

NEW YORK CITY, 924 Eighth Avenue BROOKLYN, N. Y., 1392 Bedford Avenue.

BRANCHES: Philadelphia, Pa., 318-320 N. Broad St.; Cleveland, Ohio, 1829 Euclid Ave.; Boston, Mass., 202-204 Columbus Ave.; Detroit, Mich., 227½ and 229 Jefferson Ave.; Buffalo, N. Y., 824 Main St.

SPROCKETS

PRESSED FLAT



GREATEST VARIETY OF MODELS
ALL SIZES

THE PARISH & BINGHAM CO.,
CLEVELAND, OHIO

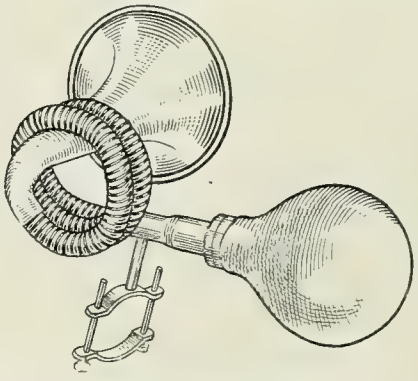
Bluemel's Celluloid Frame Pumps



The "Noweight."

The finest frame pump made for motorcycles and bicycles. Very handsome; light weight; cannot dent; more durable than brass. In two sizes, 15x⅞, 15x11-16.

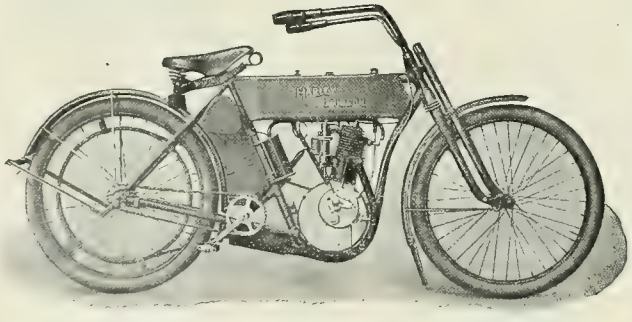
Bull Frog Horns



New style; turns made of flexible tubing. Superior to all others. Two sizes.

STEVENS & CO.
99 Chambers St. New York

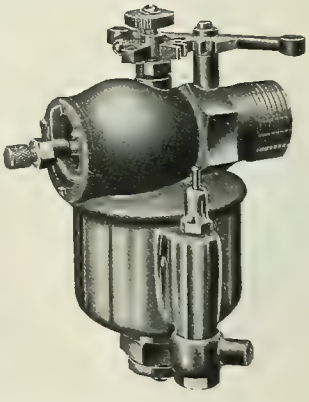
THE REAL
MOTORCYCLE EXHIBIT
SPACE No. 544



HARLEY-DAVIDSON MOTOR CO.
MILWAUKEE, WIS.

HEITGER MODEL C CARBURETERS

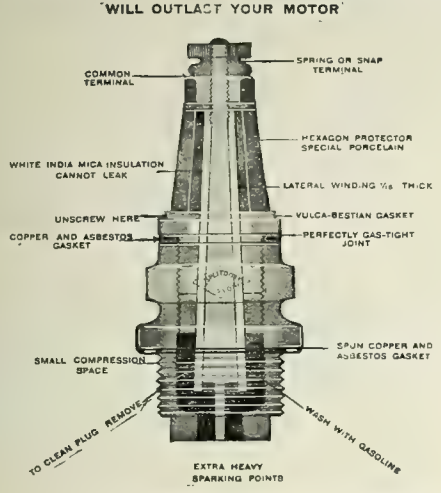
Special type for motorcycles. Special fittings for different machines. A winner for 1909, you miss it if you do not get one.



This model has mechanical control over gasoline feed to mixture, so that the feed is positively controlled according to air admission and throttle opening, accomplished by a simple and reliable construction, without any delicate parts. Has large deep float chamber, swiveling to any position, simple float level adjustment, and strainer at gasoline connection. High in quality, low in price, fully guaranteed to give satisfaction. New catalog now ready.

HEITGER CARBURETER COMPANY
250 West South St., INDIANAPOLIS, IND.

Thousands of Satisfied Users



There is always a good, sound logical reason when the product of a manufacturer acquires and holds great patronage—especially in the face of keen competition.

It proves beyond question the sterling quality of such product—it is the unmistakable seal of public approval.

The large and constantly growing demand for the

SPLITDORF Motorcycle Plug

is direct and ample evidence of this fact.

Made expressly for Motorcycle use, and guaranteed to be absolutely gas tight, soot proof and unbreakable. With this Plug in your engine you can be dead sure that your next trip will not be marred by any of those tantalizing ignition troubles that form nine-tenths of Motorcycle worry.

Do not be persuaded to accept any other Plug said to be "just as good as a SPLITDORF." If the SPLITDORF Plug were not the best it would not be used by the leading makers and riders of this country.

Ask for it—obtain it—use it, and you can be dead sure of good ignition.

CHICAGO:
319 Michigan Ave.
SAN FRANCISCO:
520 Van Ness Ave.

C. F. SPLITDORF
WALTON AV. AND 138TH ST.
BRANCH, 1679 BROADWAY
NEW YORK

BOSTON:
Motor Mart, 220 Pleasant St.
DETROIT:
886 Woodward Ave.

Largest Assortment of Motorcycle Saddles in the World

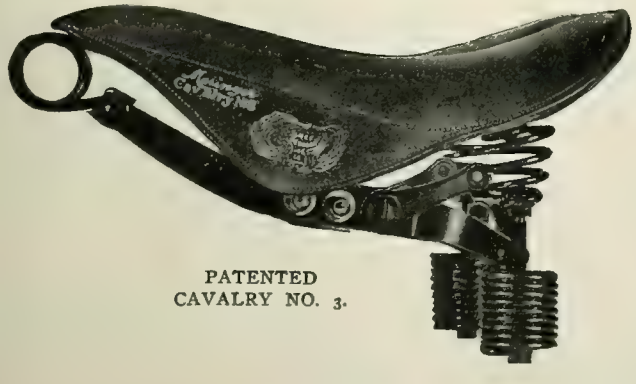
Mesinger Motorcycle Saddles for 1909

WITH SHOCK ABSORBERS

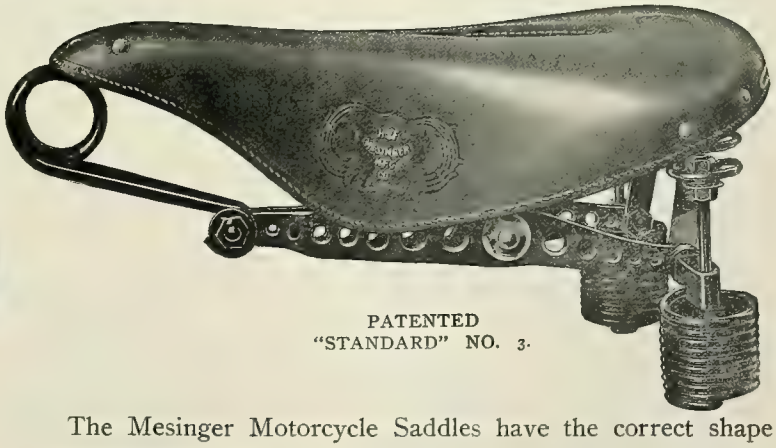
Exhibit at Madison Square Garden, Space 549

Ask for our new illustrated catalogue. Do not fail to investigate our New Spring System with Shock Absorbers.

Do not buy a motorcycle if you cannot have the best saddle. There is only a little difference in price, but a large difference in comfort.



PATENTED
CAVALRY NO. 3.



PATENTED
"STANDARD" NO. 3.

The Mesinger Motorcycle Saddles have the correct shape for motorcycle use.

The Mesinger Cavalry Saddle is made like a horse saddle; it prevents you from slipping, and avoids that cramped hold of the hands on the handle-bars.

H. & F. MESINGER M'F'G COMPANY, 1801-1803 First Avenue, New York

WANTS AND FOR SALE

10 cents per line; 15 cents per line if in capital letters. Cash with order.

HAVE your motorcycle attended to during winter months. My prices are right and my work is beyond the experimental stage. Enameling any color. Everything in stock for both "The Man" and "The Motor." B. A. SWENSON, Providence, R. I.

FOR SALE—Indian racer, $125; other Indians, $75 up; Armac, $75; two-speed gear, $40; tri-car attachment, $50; parts, repairs, etc. WIDMAYER, 2312 Broadway, New York City.

MOTORCYCLES—All makes second hand, from $60 up; agents for Merkel, Armac and Crouch. We buy for cash and sell for cash. E. J. WILLIS CO., 8 Park Place, New York City.

WE can supply all parts of the Orient bicycle and tandems. THE HUB CYCLE CO., 285 Hanover St., Boston, Mass.

SPOT cash paid for second hand motorcycles; we want 100. E. J. WILLIS CO., 8 Park Place, New York City.

FOR SALE—1905 Indian, clincher tires, double grip, $50; 1906 Indian, 2¼-inch G & J clincher tires, all improvements, $100; 1907 Indian, twin cylinder, in fine running order, $150; 1907 Yale, new, shop worn, 2 H. P., 2¼ G & J tires, $135; 1907 Marsh, 26-inch wheels, in good order, $100; 3 H. P. R-S tandem, combination for lady or gentleman, $175; Indian van attachment, shop worn; for delivery purposes, $100. F. A. BAKER & CO., 37 Warren St., New York.

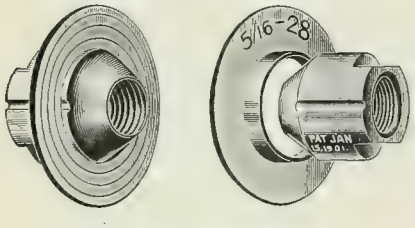
WE REPAIR MOTORCYCLES.

HURCK MOTOR & CYCLE CO.
109 N. 12th St., St. Louis.

SOME NEW ARTICLES

for bicycles and motorcycles are listed in

OUR 1909 CATALOGUE.



Send for copy. It will interest you.

A. NELSON MFG. CO.,
83 W. Randolph St. CHICAGO

TORPEDO MOTORCYCLES

We are offering the following models for 1909:

Model B, 2¾ H.P.	$190.00
Model C, 3 H.P.	225.00
Model G, 3 H.P., with rear spring.	250.00
Model F, 5 H.P., twin cylinder....	275.00

Can furnish Magnetos if so desired. Write for catalog.

THE HORNECKER MOTOR MFG. CO.,
Geneseo, Ill., U. S. A.

MATTSON'S CUSHION GRIPS

Ever try them ? If not, why not



All Dealers.

MATTSON RUBBER CO., Lodi, N. J.

Genesee Pedals Frame Sets

Also All Metal Parts for Bicycle Construction

JOHN R. KEIM MILLS, (Inc.) Buffalo, N.Y.

THE OLD PHILADELPHIA HOUSE

Our Catalogue is ready and will be mailed for the asking.

GEO. W. NOCK CO.
Jobbers of
BICYCLES and SUNDRIES
126 N. Fourth St. PHILADELPHIA.



For testing dry cells, use the

Eldredge Battery Ammeter

0 to 30 Amperes

Indicates in either direction of current. Price $3 50, delivered.

ELDREDGE ELECTRIC MFG. CO.
3 Post Office Square
Dept. M. Springfield, Mass.

Who would think of building Bicycles, Coaster Brakes, Lawn Mowers, Sewing Machines, etc., without using therein the



Star Ball Retainers

WHO? Tell Us

The Star Ball Retainer Co.
LANCASTER, PA., U. S. A.
and Berlin, S. O. 36, Germany



Those who have used them most will tell you that

Duckworth Chains

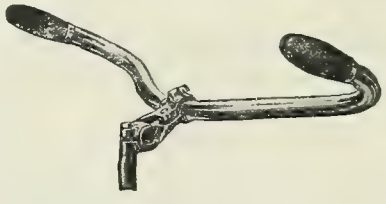
are the most satisfying chains ever applied to Bicycles or Motorcycles

DUCKWORTH CHAIN & MFG. COMPANY
Springfield, Mass.



AUTOGENOUSLY WELDED
BICYCLE FITTINGS
An Innovation
SEND FOR SAMPLES

Worcester Pressed Steel Co.
WORCESTER, MASS.



Echo All Way Adjustable Extension

will fit any ordinary handle bar. Any position can be had from a low drop to a straight upright. Will not loosen, break or wear out. Send 65 cents for sample. Special price to jobbers and manufacturers. Patented Sept. 24th, '08.

ECHO COMPANY, Tonawanda, N. Y.

TO THE LIVE MAN

interested in cycling or motorcycling who realizes the value of keeping informed about all that concerns it this blank is hint enough:

THE BICYCLING WORLD COMPANY
154 NASSAU STREET, NEW YORK

Enclosed find $2.00 for which enter my subscription to THE BICYCLING WORLD AND MOTORCYCLE REVIEW for one year, commencing with the issue of_____

Name_____

Address_____

ENDS TROUBLE TRADE PERMANIT MARK GIVES COMFORT

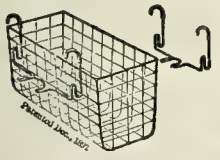
Tire Troubles? USE PERMANIT

For particulars write or send 53 cents for a sample carton which is sufficient for a bicycle tire.

THE ADOLF KARL COMPANY,
237-9 Washington St. Newark, N. J.
Will exhibit at Madison Square Garden Show.

F. W. ANDERSON
147 Hudson Ave., ALBANY, N. Y.
Motorcycle and Bicycle Supplies
AGENCY FOR THE INDIAN
F. A. M. Official First-Class Repair Shop.
Touring motorcyclists are invited to drop in.

DOW'S BICYCLE LUGGAGE CARRIERS



BEST THING for the purpose ever put on the market. In use all over the United States.
Can put on or detach instantly with adjustable hook.
Good sellers, because the riders all want them and the price is popular. Write for prices.
Dow Wire and Iron Works, Louisville, Ky.



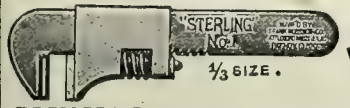
It's foolish to pay more for a spark plug when you can get a plug so good as the "Vulcan" STA-RITE for $1.25. Made with outer cap. Inner tube never exposed. Can't crack. THE R. E. HARDY CO., 25 W. 42d St., New York.
At Madison Square Garden, Space No. 133; Chicago, at the Coliseum, Space No. 56.



IDEAL PLATING CO.
Marlboro, Mass.



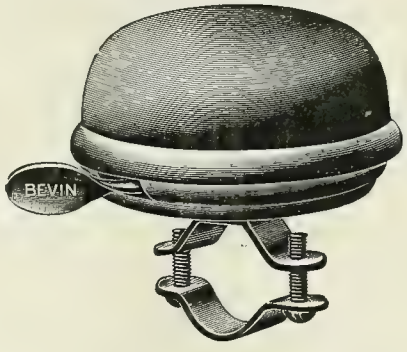
SPROCKETS
We Make a Specialty of High-Grade Sprockets for the Cycle Trade
HYDRAULIC PRESSED STEEL CO.
CLEVELAND, OHIO



Sterling Wrenches FOR BICYCLES AND MOTORCYCLES
Frank Mossberg Co., Attleboro, Mass.

SUNDRIES That Sell Wherever Bicycles are Sold

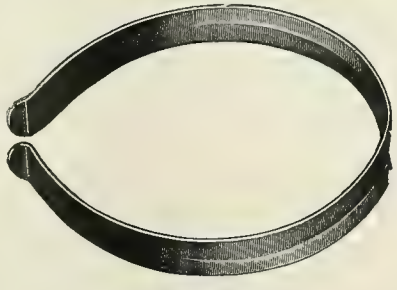
Bevin Bells



Bevin Toe Clips



Bevin Trouser Guards



We Offer
such a varied selection that all purses can be accommodated.

Our catalog illustrates the various patterns.

Bevin Bros. Mfg. Co.
EASTHAMPTON, CONN.



INDIANAPOLIS
G & J BICYCLE TIRES

Everybody prefers these tires because they are the highest quality, the easiest riding and the easiest to repair when punctured. No tools required.
Handled by all dealers.

G & J TIRE CO.
Indianapolis, Ind.

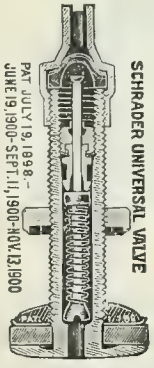
HIGH GRADE
wheels must have the best equipments
There is nothing that gives more value for the money than the use of the
MORSE TWIN ROLLER CHAIN



NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING
The only chain having FRICTIONLESS ROCKER JOINTS. Insist on having the Morse Twin Roller. Fits regular sprockets.
SEND FOR CATALOGUE AND TRADE PRICE TO
MORSE CHAIN CO., Ithaca, N Y.

NAMEPLATES
FOR
Bicycles and Motorcycles
CHANDLER CO., Springfield, Mass.

Special Stampings
FROM
SHEET METAL
THE CROSBY CO., Buffalo, N. Y.



SCHRADER UNIVERSAL VALVE

(Trade Mark, registered April 30, 1895.)

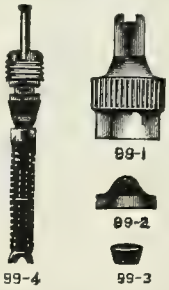
NOTICE Manufacturers of Bicycles, Jobbers and Dealers:

In order to facilitate the obtaining of

PARTS of the Schrader Universal Valve

we have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON, Inc. Price List sent on application.



SIMPLE AND ABSOLUTELY AIRTIGHT.

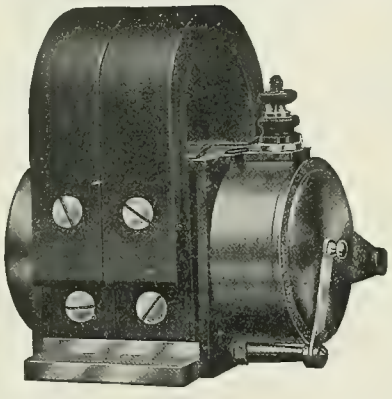
Manufactured by

A. SCHRADER'S SON, Inc.

Established 1844.

28-32 Rose Street
NEW YORK, U. S. A.





The UNTERBERG & HELMLE MOTORCYCLE MAGNETO

is both small and light. But lightness and compactness have not been the only things aimed at. Durability and regularity of working are more vital than a few spare ounces. Durability and regularity are the distinguishing features of the "U. & H."

J.S. BRETZ COMPANY

Sole Importers, TIMES BUILDING, NEW YORK

Motorcycle Show

HELD IN CONNECTION WITH THE

Boston Automobile Show

Mechanics Building, Boston, March 6th to 13th

WILL BE THE LARGEST AND MOST COMPLETE EXHIBIT OF ITS KIND EVER HELD

FOR INFORMATION ADDRESS:

CHESTER I. CAMPBELL, Gen. Mgr.
5 Park Square, Boston

Motorcycle Manufacturers Who Want Better Castings

should let us show what we are doing for the largest makers. There must be a good reason why we make over 60% of the cylinders, pistons, etc., used in American built motorcycles. We have the equipment, experience, facilities and *know how* to produce the best castings obtainable. All we ask is that you say "show me."

Box 6460

MANUFACTURERS FOUNDRY CO.

WATERBURY, CONNECTICUT

Peugeot



"FASTEST MOTOR IN THE WORLD"

Send for Catalog

PEUGEOT FRERES

American Branch:

296 Broadway New York

Space 546, Madison Square Garden Show.

Any Man Riding a Motorcycle Easily Can Make His New Year a Happier One

The use of the

Kokomo Motorcycle Tire

with its gridiron tread



will render him proof against some of the "slings and arrows of outrageous fortune" which have attended past use of motorcycles.

Applied to pedal machines, the

Kokomo Bicycle Tires





for many years have been the means of adding to the happiness and satisfaction of cyclists. The tires never were better than they are today. We are as jealous as ever of "Kokomo quality."

KOKOMO RUBBER COMPANY

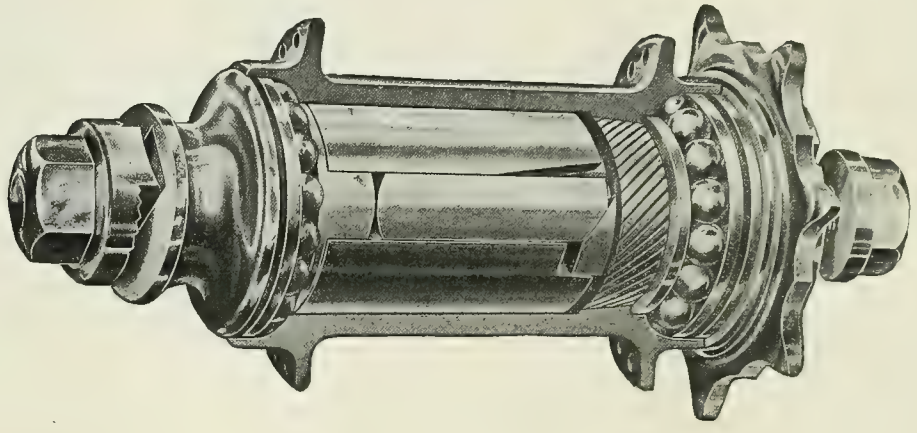
KOKOMO, INDIANA

THE MORROW

WAS THE FIRST COASTER BRAKE FOR BICYCLES

THE ECLIPSE

IS THE ONLY COASTER BRAKE FOR BICYCLES THAT MARKED A GENUINE AND FAR REACHING IMPROVEMENT ON THE MORROW



It marked a great reduction in the size, the weight and the number of parts; it marked an entire elimination of the side arm and the springs and other points of weakness and trouble; it marked a great increase in strength and braking surface and introduced the lever principle, which is the only correct and satisfactory principle, and in every respect it set a

Higher Standard for Coaster Brakes

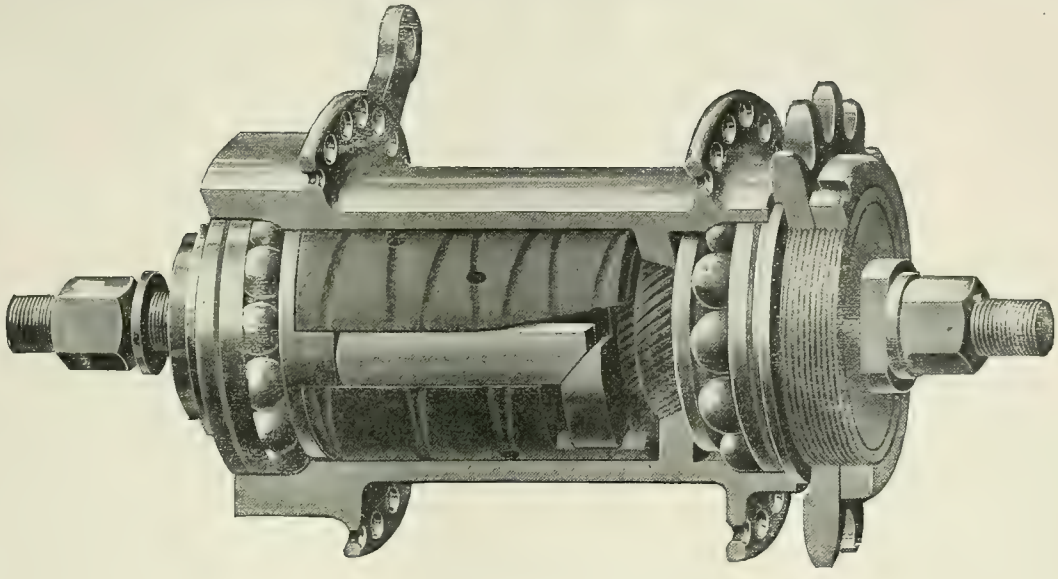
As we were producing the Morrow long before anyone else even thought of coaster brakes our experience qualifies us to pass opinions on the subject.

You can get a Morrow on any bicycle merely by specifying it.

ECLIPSE MACHINE COMPANY, Elmira, N. Y.

Licensed Coaster Brake Manufacturers

Couldn't "Put It Out Of Business"



AND

ALL Eclipse Motorcycle Coaster Brakes

ARE JUST AS GOOD AS THIS ONE:

Eclipse Machine Co., Hammondsport, N. Y., Jan. 2, 1909.
Elmira, N. Y.

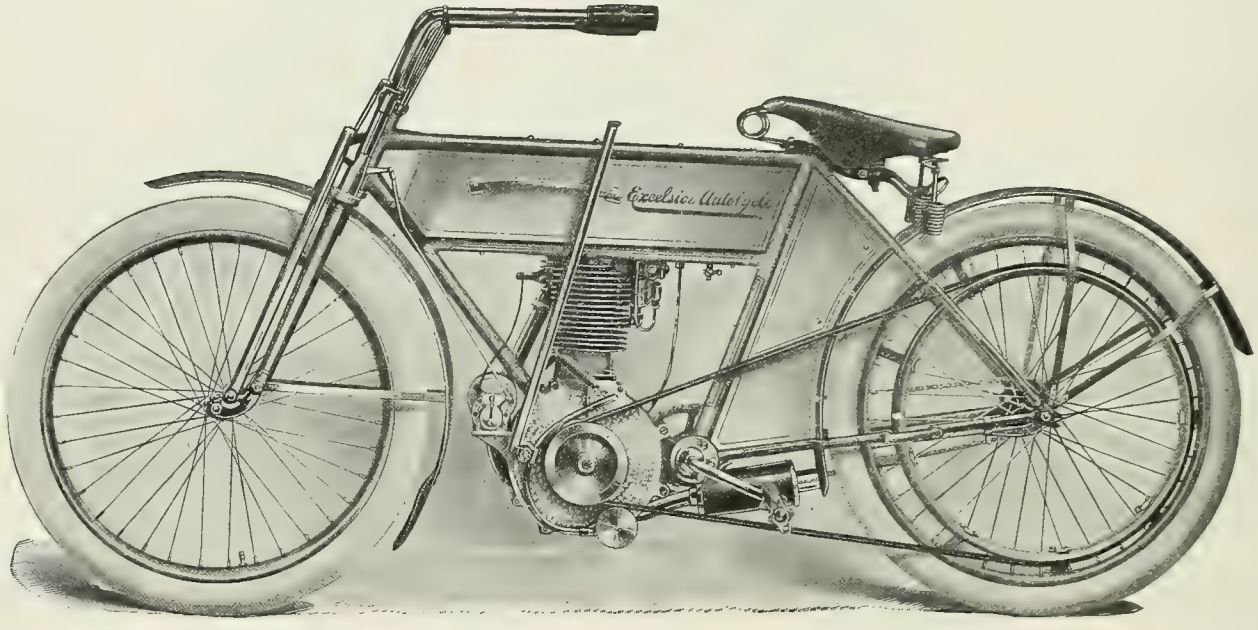
Gentlemen—We are pleased to report the results of our recent tests of the new Eclipse Coaster Brake as most satisfactory; in fact, we were surprised at the amount of punishment this brake stood.

We put it through a course of stunts which would put any brake "out of business," and this we have proven in subsequent tests of other makes. Our first tests were on what is known as "Bully Hill." This is the steepest road in this vicinity; it makes a rise of 800 feet in half a mile. Our tester spent nearly a day riding one of our big double cylinder machines up this hill and coasting down. There was no trouble in holding the rear wheel at any time, and the long, hard test seemed to have no bad effects on the brake. All other brakes we had tried could be destroyed by such continued hard usage, so we decided to finish it up by running the engine down the hill and holding it by the brake. This, however, failed to put it out of business and we were obliged to resort to running the engine in the stand with the brake constantly applied as load before we could burn it up.

There has been an urgent need of a good coaster brake for motorcycles, and we are more than pleased to report that this one meets all of our requirements, and you can count on our using it exclusively the coming season.

Yours very truly,
G. H. CURTISS MFG. CO.,
Per G. H. Curtiss.

THE 1909 EXCELSIOR AUTO-CYCLE



IS NOW READY FOR YOUR CONSIDERATION

and actually comprises more points of real practical merit than any other motorcycle on the market. Your examination is invited. Compare with any and all others. Note the

STRAIGHT LINE FRAME; POWERFUL, PERFECTLY BALANCED, VIBRATIONLESS MOTOR; LOW, COMFORTABLE SADDLE POSITION; POSITIVE LUBRICATING SYSTEM, and general excellence in DESIGN, MATERIAL and WORKMANSHIP.

Quality counts and the nearest approach to mechanical perfection is reached in the EXCELSIOR AUTO-CYCLE

THE MACHINE THAT IS ALWAYS ON THE JOB

EXCELSIOR SUPPLY COMPANY

ESTABLISHED 1876. 233-237 Randolph Street, CHICAGO, ILL.

GIBNEY SPECIAL

The Tire Invincible

The Mark



means perfection in compound and workmanship, in a word

THE IDEAL TIRE

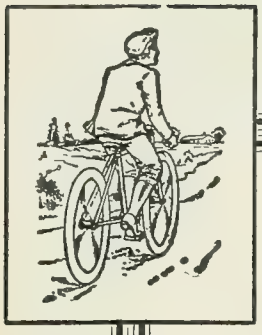
To know it is to like it

SEND FOR OUR SPECIAL PRICE LIST

James L. Gibney & Bro.

211-213 N. Broad St., Philadelphia, Pa., U. S. A.

AGENTS WANTED EVERYWHERE





Diamond

BICYCLE TIRES

ALWAYS IN THE LEAD

The Best in 1908—Better Than Ever in 1909

¶ The well known Diamond policy of bettering our product year by year, advancing quality as well as sales, offering the trade only the BEST, has given us an enviable position in the bicycle tire world.

¶ Diamond bicycle tires are built on practical lines—years of experience, the highest quality of material, careful and expert workmanship, can have but one result—the BEST.

¶ Our prices will attract you. Write for Catalogue.

THE DIAMOND RUBBER CO., Akron, Ohio

DISTRIBUTING POINTS:

NEW YORK	1876 Broadway	BUFFALO	715 Main St.
DETROIT	256 Jefferson Ave.	MINNEAPOLIS	117 S. Sixth St.
BOSTON	174 Columbus Ave.	SAN FRANCISCO	Mission & Second Sts.
CHICAGO	1523-31 Michigan Ave.	LOS ANGELES	1207 S. Main St.
ST. LOUIS	3963-5 Olive St.	PITTSBURG	6122 Centre St., East End
CLEVELAND	1514 Euclid Ave.	KANSAS CITY	1408 W. Eleventh St.
PHILADELPHIA	304-6 N. Broad St.	DENVER	1735 Arapahoe St.





Announcement of Prices

Thor

THE Motorcycle Supreme

All models equipped with AURORA SPRING FORKS. This is a fork that is not a makeshift or an improved bicycle fork—it is constructed for a motorcycle and **will absorb shocks and vibration.**

CHAIN DRIVE

2¼–2½ H. P.....**$150**

GEARED DRIVE

3 H. P. Battery Ignition....**$200**
3 H. P. Magneto Ignition..**$225**

3¼ H.P. Battery Ignition...**$225**
3¼ H.P. Magneto Ignition **$250**

GEARED DRIVE TWIN CYLINDER

6 H. P. Battery Ignition....**$275**
6 H. P. Magneto Ignition..**$300**

BELT DRIVE TWIN CYLINDER

6 H. P. Battery Ignition....**$275**
6 H. P. Magneto Ignition..**$300**

We will furnish, if desired, the *Thor* **Pneumatic** Fork on 3¼ H. P. and 6 H. P. motorcycles at $15 extra.

Get in Early and Avoid the Rush

Aurora Automatic Machinery Co. AURORA, ILL.

MORGAN & WRIGHT

There is no method of making friends

1908

¶ First Morgan & Wright motorcycle tires placed on the market.

¶ Made a big hit with motorcyclists from the first tires tried.

¶ Were given all the tests other tires were given in races, endurance runs, etc., and won immense favor from motorcyclists everywhere.

¶ Not a single defective casing has been returned.

¶ Unquestionably the most popular motorcycle tire on the market at the close of the season.



Morgan & Wright

DETROIT, MICH.

MOTORCYCLE TIRES

equal to the method of making good

1909

¶Orders already booked show a big increase in both manufacturers' and dealers' business over 1908. (One manufacturer stated that the quality of Morgan & Wright tires had practically compelled him to equip his 1909 output with them—or most of it.)

¶Our 1909 tires will be as much better than the 1908 tires as our added experience can make them.

¶Reports from all parts of the country indicate that motorcyclists are "wise" to these tires and will make 1909 a distinctly Morgan & Wright year in the motorcycle field.



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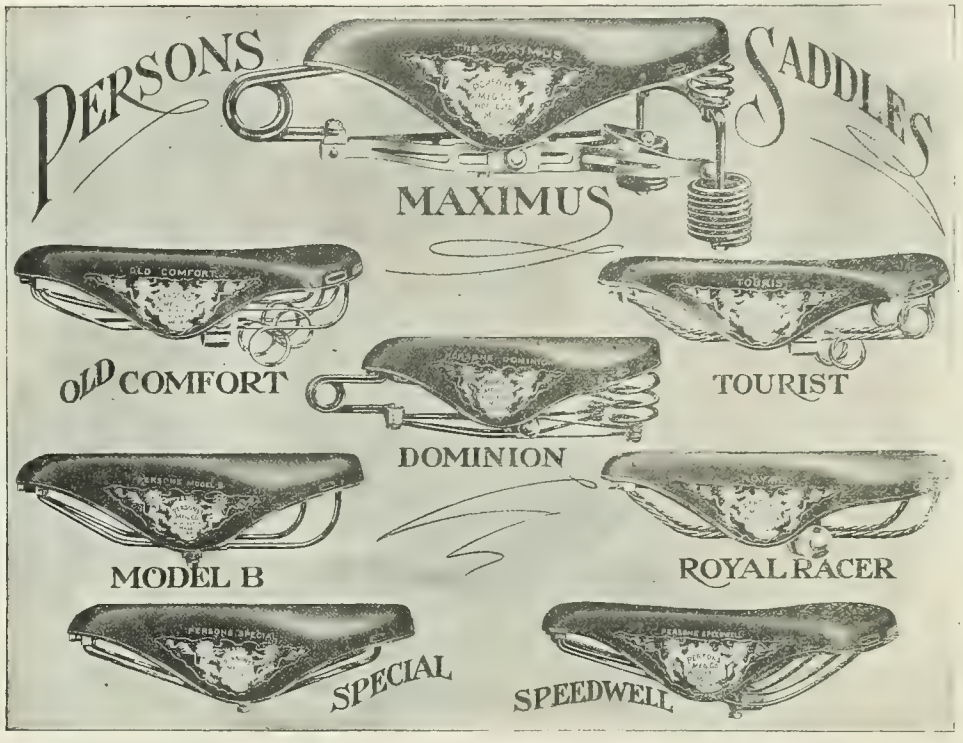


Let quality be thy mark;
Being it, forget not thy quality,
For beauty true is deeper than the skin.
Costly thy habit as thy purse can buy
But not express'd in fancy; rich, not gaudy;
For the apparel oft proclaims the man
As the fitment foretells the inner wheel.

—Sage of the Whippoorwill Hills.



1909



1909

Many Makers Use Persons Saddles Because

THEY ARE THE BEST.

We have the Persons Mill make for us, Regardless of Expense, a special Model,

THE "MAXIMUS" which is "Better Than THE Best."

The volume of Persons Maximus Saddles furnished by us without charge to Racyle merchants exceeds that of all other Cycle Manufacturers and proves our policy of giving our representatives the best money will buy. Seven other Persons models are supplied by us, making altogether the most elaborate and expensive saddle equipment of any factory in the world. For comfort, quality and style, specify Persons Saddles. For a sensation, straddle a Maximus.

THE MIAMI CYCLE & MFG. CO., Middletown, O., U. S. A.

Empire Motorcycle Tires

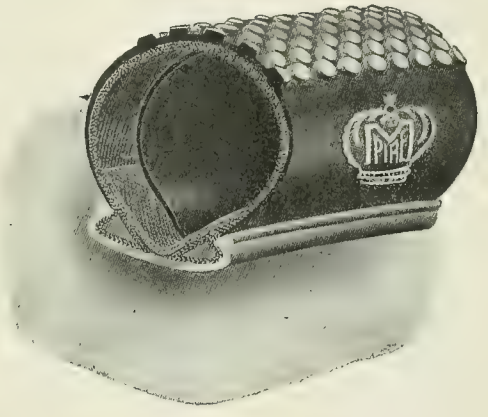
THE Empire Motorcycle Tire is designed and constructed throughout with a view to making it the most serviceable tire on the market. All the materials in its construction are of the best quality, and properly adapted to the work required of this type of tire.



This tire is made for the regular clincher rim, as shown by illustration. It is so constructed that it is more easily handled than any other make of motorcycle tire, and it is, therefore, almost impossible to pinch the inner tube. This means a saving of a great deal of annoyance to the rider, and a saving of expense as well.

We make two styles of inner tubes, endless and butt-end. The butt-end tube is of the greatest convenience for use in the rear wheel of a motorcycle, permitting the changing of tubes without removing the wheel from the frame.

Both the endless and the butt-end styles are furnished in two grades and



weights of rubber. The Empire gray tubes are of the standard thickness and weight, and made from fine Para rubber. The Empire Peerless tubes are made from red rubber, and are very much thicker, heavier and stronger than gray tubes. The Empire Peerless red tubes are put through a special process, which prevents deterioration. These are the best tubes that have ever been offered for motorcycle use.

EMPIRE AUTOMOBILE TIRE CO.

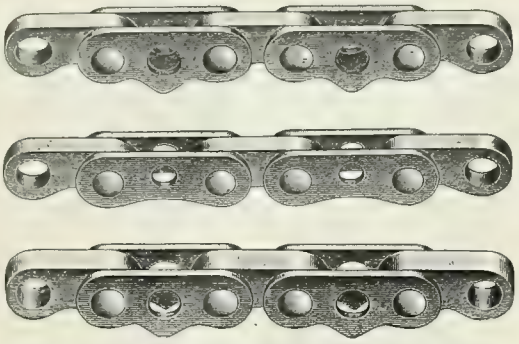
FACTORY—TRENTON, N. J., U. S. A.

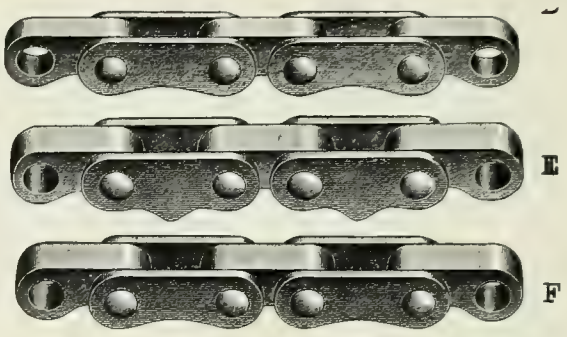
BRANCHES

New York—73d St. and Broadway.
New York—148 Chambers St.
Chicago—1301 Michigan Ave.
Chicago—20 La Salle St.
Boston—292 Devonshire St.
Detroit—842 Woodward Ave.
Newark—264 Halsey St.

AGENCIES

Buffalo—Empire Sales Company.
Philadelphia—Penn Auto Supply Co.
Atlantic City—Penn Auto Supply Co.
Jacksonville—Savell Rubber Co.
Denver—Denver Auto Goods Co.
Cleveland—Motor Supply Agency Co.
Atlanta—Dunham Rubber Co.
Providence, R. I.—Waite Auto Supply Co.
Minneapolis—Empire Tire and Rubber Co.
Norfolk, Va.—Wm. H. Grover.
Kansas City, Mo.—Empire Tire and Rubber Co.
New Orleans, La.—H. A. Testard.
Los Angeles, Cal.—Pacific Electrical Works.





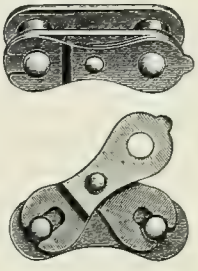
With a new equipment of special machinery and tools we are again making a great specialty of Block Chains for Bicycles and Machine Drives.



INVESTIGATE

Our New Roller Chains ⅝" Pitch

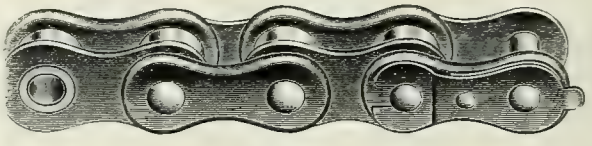
For Motorcycles, Etc.

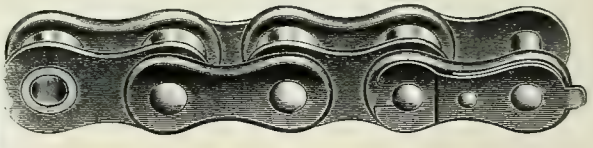


New Patent Safety Connecting Links

For Bicycle and Motorcycle Chains







"Whitney" Chains

ARE MADE IN ONE OF THE MOST MODERN OF AMERICAN FIRE-PROOF FACTORIES



VIEW IN CHAIN DEPARTMENT

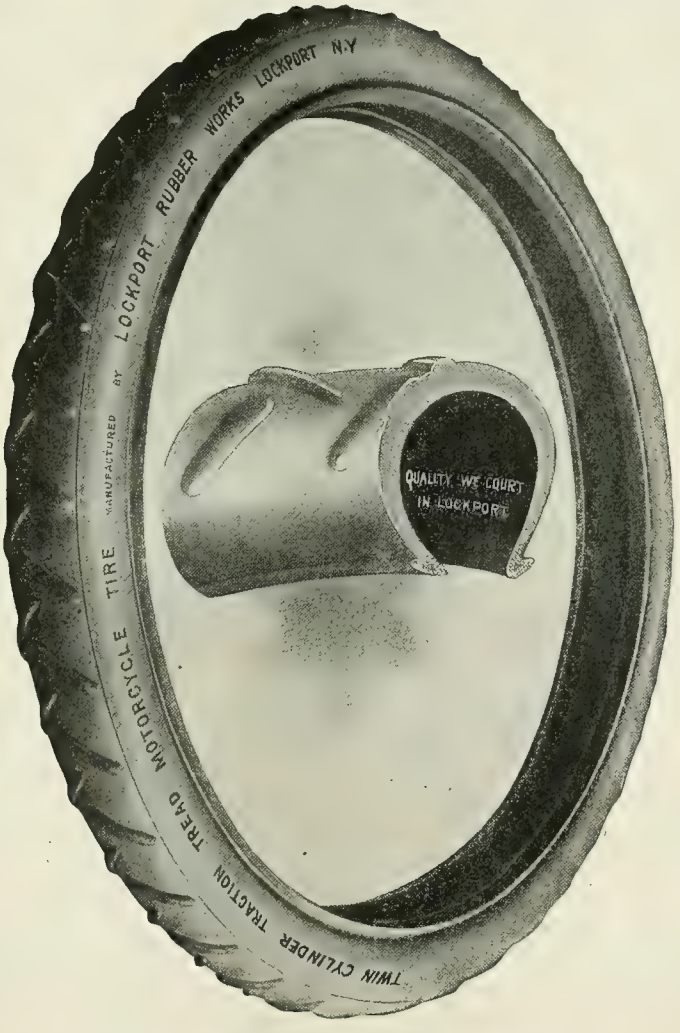
The Whitney Mfg. Co.

HARTFORD, CONN.

Built for a Motorcycle

TWIN-CYLINDER — TRACTION-TREAD — ANTI-SKID

Not Built Like a Bicycle Tire



Traction on the Hill

Traction on the Level

Traction on the Turn

LOCKPORT RUBBER WORKS

LOCKPORT, N. Y.

COASTING'S EXHILARATION

need not be marred by mechanical complications—

FORWARD PEDALING

need never be hampered by a dragging friction in the coaster brake—

BRAKING ACTION

need never be too binding or abrupt in application—

YOUR COASTER BRAKE ITSELF

need not be an intricate box of tricks, instead of a single, strong, efficient mechanism—

BECAUSE YOU CAN BUY THE



The Atherton Coaster Brake abolishes all the numerous delicate parts common to the so-called "old line" coaster hubs. It is as frictionless as a solid hub in forward pedaling or free coasting, but powerful in braking action to just the degree you may want.

For Sale by Leading Jobbers and Dealers Everywhere

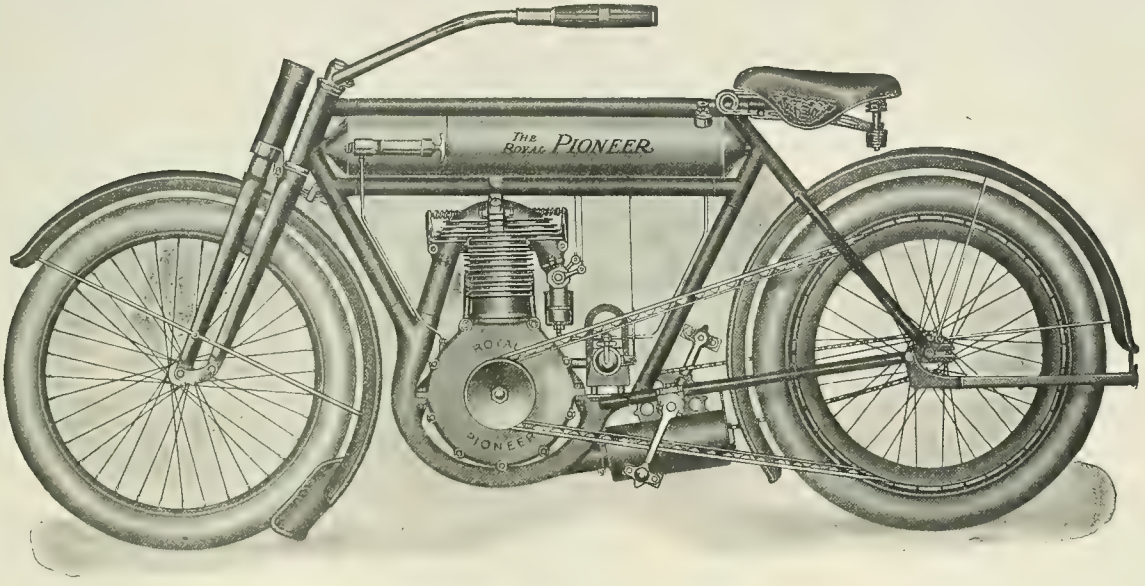
D. P. Harris Hardware Company

Distributors to the Manufacturing, Jobbing and Export Trade Only

48 Warren Street **New York**

THE ROYAL PIONEER

The machine that has created a new standard for motorcycles.



MOTOR SPECIFICATIONS

MOTOR—New Pioneer, 30.50 cubic inches.

VALVES IN HEAD, absolute duplicates with springs, etc., interchangeable, and MECHANICALLY OPERATED by ONE cam. Glass Window in base to show depth of oil.

POWER—3½ to 4½ horse.

BEARINGS—HESS-BRIGHT Annular Ball Bearings.

MOTOR OILING SYSTEM—New; combined centrifugal and splash.

GENERAL SPECIFICATIONS

CARBURETOR—Royal Pioneer, built to our specifications by Brown & Barlow, coupled direct to motor BEHIND cylinder.

IGNITION—BOSCH MAGNETO and none other; bevel gears and shaft drive, motor to magneto.

MUFFLER—Massive but "tucked away." Silently emits cold gases.

FRAME—Contains an expansion Chamber beneath the motor in which the gases cool before reaching the muffler.

TANK—Pioneer brass DOUBLE torpedo, five inches round, carrying two quarts oil and two gallons gasoline. Frame designed to harmonize.

CONTROL—Complete handle-bar control of Carburetor, Magneto and Exhaust Lift, ALL ENCLOSED and "trouble proof."

HANDLE BARS—Free from unneeded curves and are stationary. Long rubber grips.

CUSHION FORKS—Pioneer type, compound springs with spring stops top and bottom.

SEAT—Persons Champion, 1909 Model. Wide, long and low.

GEARING—4½ to one through genuine Watawata 1 inch "V" belt.

WHEELS—26 inches, with 2½ inch tires, option of 28 inches with 2¼ inch tires.

OIL PUMP—Transparent barrel; one simple operation charges motor.

WHEEL BASE—Fifty-six inches.

MUD GUARDS—Extra wide and extra long, and properly supported.

STAND—The Royal Pioneer stand is included without charge.

CRANK HANGER—Pioneer principle, adjustable fore and aft for chain and above or below stays to suit rider.

PULLEY RIM—Persons Armless indestructible steel pulley.

We believe the stock motorcycle of the future will be capable of from fifty to sixty miles an hour and forty miles an hour up-hill; that its motor will contain mechanically operated valves in head and ball bearings; that magneto ignition exclusively will be supplied and wheels 26″ or 28″ be optional; that it will be absolutely silent and ride like a car. Such, then, are a FEW of the features of the PIONEER of today, the forerunner of the motorcycle ideal.

At the New York Show the booth of the Royal Pioneer resembled a bee-hive from the number of interested people buzzing about it.

YOU better emulate the Bee and get busy NOW. Write us.

THE ROYAL MOTOR WORKS, INC., WORCESTER, MASS., U.S.A.

Our Agency Is An Asset

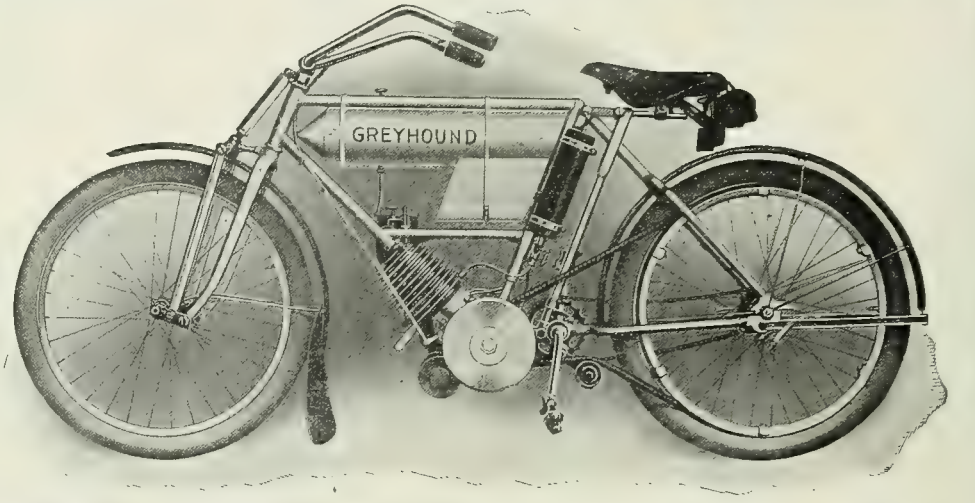
because

Greyhound Motorcycles

offer the finest combination of

SPEED and COMFORT

to be found anywhere.

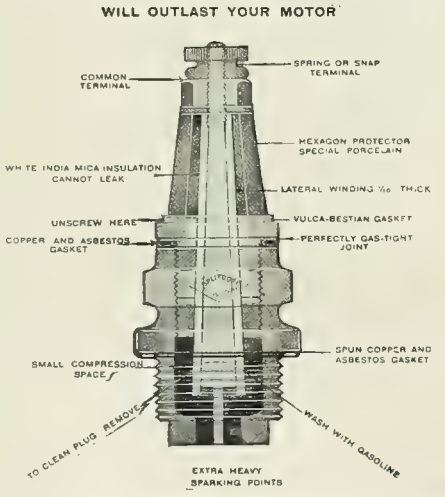


The GREYHOUND shock absorber is one of the sensations of the year. We offer agency terms that mean business.

We will give prompt attention to your written communications at any time.

THE AUTO-BI COMPANY 1443 Niagara Street BUFFALO, N. Y.

Thousands of Satisfied Users



There is always a good, sound logical reason when the product of a manufacturer acquires and holds great patronage—especially in the face of keen competition.

It proves beyond question the sterling quality of such product—it is the unmistakable seal of public approval.

The large and constantly growing demand for the

SPLITDORF Motorcycle Plug

is direct and ample evidence of this fact.

Made expressly for Motorcycle use, and guaranteed to be absolutely gas tight, soot proof and unbreakable. With this Plug in your engine you can be dead sure that your next trip will not be marred by any of those tantalizing ignition troubles that form nine-tenths of Motorcycle worry.

Do not be persuaded to accept any other Plug said to be "just as good as a SPLITDORF." If the SPLITDORF Plug were not the best it would not be used by the leading makers and riders of this country.

Ask for it—obtain it—use it, and you can be dead sure of good ignition.

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C. F SPLITDORF
WALTON AV. AND 138TH ST.
BRANCH, 1679 BROADWAY
NEW YORK

BOSTON:
Motor Mart, 220 Pleasant St.
DETROIT:
886 Woodward Ave.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

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MAKERS DISCUSS THE TARIFF

Peculiar Situation Canvassed at Their Meeting—N. S. U. Comes in as First Foreign Member of Association.

At its meeting in Hotel Breslin, New York,, on Tuesday last, 18th inst., the Motorcycle Manufacturers Association admitted to membership the first applicant from abroad—the N. S. U. Motor Co.

At a previous meeting the status of the motorcycle importers was discussed, the N. S. U. Motor Co. and the Ovington Motor Co. being in the position of probable applicants, and it was then decided that as the association is wholly an organization of manufacturers only manufacturers would be admitted. In line with this policy, the N. S. U. application was filed by the present company in Germany, which designated the N. S. U. Motor Co. of New York as its representative. The Ovington company was declared ineligible for membership.

At Tuesday's meeting the peculiar tariff situation caused by a non-member of the association was discussed. When the Ways and Means committee was in session listening to the pros and cons of tariff revision, the manufacturer in question without consultation, filed a protest against any reduction in the duty on motorcycles and went so far as to request that they be placed under the same head as automobiles, which latter is contrary to the views of the association, who desire them classed with bicycles. Correspondence with this manufacturer is said to have resulted only in caustic replies on his part. As the committee hearings were declared closed on December 31st, the association decided that action at this time would prove of no effect, and the subject was dropped.

The matter of local shows and advertising in show programs was discussed at some length, but beyond an interchange of the views, which the association was formed to promote, nothing was done.

Those present at the meeting were George M. Hendee, president; W. F. Remppis, vice-president; F. C. Robie, secretary; P. P. Pierce, treasurer; J. D. Hurley, J. F. Merkel, Edward Buffum, Arthur Davidson, W. H. Chadeayne, W. T. Marsh and W. H. Ives.

More Thor Territory for Freed.

A. Freed, of San Francisco, who has handled Thor motorcycles in Northern California, has opened a branch in Los Angeles and has had the southern part of the State added to his territory. J. Arthur Scott, of the Hercules Auto Specialty Co., who formerly dealt with Thors in Los Angeles, has relinquished motorcycles.

Europeans Visit the Show.

Albert Brown, the managing director of Brown Bros., London, arrived in New York on Saturday last. Alec Hill, president of the Coventry Chain Co., and George W. Houk, also arrived on the same steamer. The three visitors all found something of interest to them in the motorcycle section of the Garden show.

Franklin Bicycle & Supply Incorporates.

The Franklin Bicycle & Supply Co., Columbus, O., capitalized at $5,000, has been incorporated under the laws of that State. Charles E. Barr, Ivohn Barr, Gordon W. Seatty, Warren Morgan and J B. Kahle are named as the corporators.

Griswold to Travel for Roby.

C. W. Griswold, for seven years with the Corbin coaster brake department, has engaged with S. B. Roby & Co., the Rochester (N. Y.) jobbers. He will cover territory he covered in the Corbin interests

Texan Store Passes to New Owner.

L. J. Boyle has disposed of his business in Seguin, Tex., to A. G. Koepsel. Boyle himself has removed to San Antonio.

JOBBERS IN BUSY SESSION

Secretary Reports Cordial Relations with Manufacturers—List of Legitimate Jobbing Houses Increased.

"Patronize home trade," is to be the substance of a slogan which will be sounded by the National Bicycle Jobbers Association. It will take the form of an appeal to bicycle dealers and repairmen of the United States to purchase their supplies from their local or territorial jobbers instead of sending their orders and money to far-distant points. Fifty thousand circulars containing this urging will be distributed by the association, this decision having been made at the meeting held in the Putnam House, New York, on Thursday last, 20th inst.

Because of the efforts of the wood rim pool to make a rim of 77 inches circumference the standard rim, the jobbers placed themselves on record as being opposed to such a move. It was voted that the present G & J rim standard which has been in vogue for some 15 years, be maintained, viz.: 77 inches circumference for 28½ by 1⅝ inch rims, and 79 inches for 28¼ by 1⅜.

Secretary Willis reported that "manufacturers as a whole have shown a very great respect for the association's jobbing list—and for the association itself." He named four concerns that have shown "very great desire to co-operate" and who frequently have submitted names for approval and who even have refused orders when such approval was not given. Willis also named four other concerns who "have not been as faithful as they should have been," and who "have not shown any respect whatever for our list." He intimated broadly that it would not be improper to patronize those manufacturers who supported the association and that the attention of those who are not respecting the list "should be called to the matter in a very vigorous man-

ner." The coaster brake trade, he said, had formulated its own list of jobbers; a good many of those carried thereon were not jobbers as defined by the N. B. J. A., but he thought the coaster brake people were inclined to have "a clean list," and urged that pressure be brought to bear on them.

Accordingly, the meeting voted to call on a number of manufacturers and manufacturers' agents specifically to declare their attitude toward the N. B. J. A. list.

The following firms were officially declared to be legitimate jobbers and their names ordered placed on the association's list: J. H. Martin & Co., Little Rock, Ark.; Ollier & Worthington, Los Angeles and San Francisco, Cal.; E. F. Merry, San Francisco, Cal.; Haverford Cycle Co., Philadelphia, Pa.; S. L. Crosby Co., Bangor, Me.; Hub Cycle Co., Boston, Mass.; Kelly-Howe-Thompson Co., Duluth, Minn.; Wyeth Hardware Mfg. Co., St. Joseph, Mo.; John B. Berrick & Co., Manchester, N. H.; F. C. Storck, Red Bank, N. J.; Vim Cycle & Hardware Co., Buffalo, N. Y.; Treman, King & Co., Ithaca, N. Y.; Broadway Cycle & Supply Co., New York; A. H. Kasner, New York; Logan-Gregg Hardware Co., Pittsburg, Pa.; R. H. Hofheinz, San Antonio, Texas; Morley-Murphy Hardware Co., Green Bay, Wis.

The executive committee of the association was empowered to confer with the Cycle Manufacturers Association and the Cycle Parts and Accessories Association with a view of arranging a joint mid-summer meetin. The jobbers' organization now numbers 63 members.

Those in attendance at Thursday's meeting were as follows:

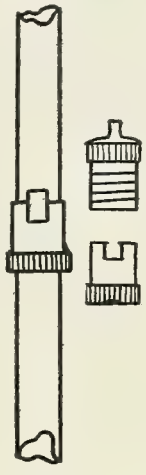
George W. Nock, George W. Nock Co., president; Charles W. Leng, John S. Leng's Sons Co., vice-president; Fred I. Willis, Hearsey-Willis Co., secretary; Keyser Frey, Reading, Pa.; P. R. Robinson, New York Sporting Goods Co.; W. D. Alexander, Alexander, Sewall Co., Atlanta, Ga.; J. W. Grady, J. W. Grady Co., Worcester, Mass.; Fred De Witt, New York Sporting Goods Co.; Albert E. Goodby, Providence, R. I.; W. S. Roby, S. B. Roby Co., Rochester, N. Y.; Henry Horton, New Haven, Conn.; W. P. Swartz, York, Pa.; E. Pritzel, Progressive Cycle Co., New York; H. N. Kirk, Excelsior Supply Co., Chicago; J. W. Henry, Vim Hardware Co., Buffalo, N. Y.; Max Sladkin, Haverford Cycle Co., Philadelphia, Pa.

Parker's $150,000 Suit is Settled.

Lewis D. Parker, former president of the Hartford Rubber Works Co., of Hartford, Conn., effected a compromise with that company, last Friday, in his $150.000 damage suit against it. Parker had a five years' contract as manager, a place which carried with it the office of president. After his retirement about four years ago, he sued on the ground of breach of contract, as the contract at that time still had three and a half years to run. The exact terms of the settlement have not been given out, but it is understood that Parker has received about half the amount he would have received in salary for the unexpired period of the contract.

Simple Repair for Worn Push Rod.

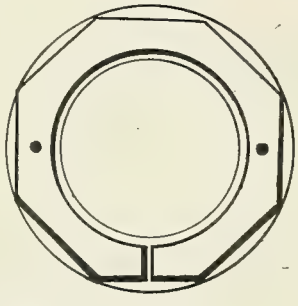
When through wear the push rod which lifts the exhaust valve becomes shortened, resulting in the valve not being lifted high enough and causing loss of power and back pressure, if necessity requires, a temporary



repair may be made with such a simple thing as a tire valve cap. To effect such a repair the tapered end of the cap is filed down to the base of the cup, to give a good bearing for the lift rod. Then a slot is filed in it, as shown in the illustration, to take the key, and the cap is slipped over the end of the valve stem. A closer adjustment may be secured by placing tiny tin discs in the bottom of the cup, which will take up any lost motion. It is a much simpler repair than attempting ambitious patch work and the ingenious man who evolved it states that it served its purpose admirably until a new pushrod was obtained.

Tool to Remove Inlet Valve Cage.

On some of the early Indian and Thor motorcycles the inlet valve cage screwed into the dome, and if undisturbed for a long time, had a tendency to become set,



and therefore difficult to remove. In some instances attempts to remove it after it had become set resulted in the damaging both the cage and dome so as to render them unfit for further use. As a means of removing such contrary inlet cages, the tool shown by the accompanying illustration will be found convenient.

This ring is ¼ inch face and width and is split to allow for variation in the cage. The outer edge is corrugated to secure a good grip, but may be ground to hexagon shape to take a wrench. Two pins inserted in the cage will afford a good hold, as one pin is liable to twist off. The ring slips over the base of the valve cage, the locking pin in the latter dropping into a corresponding hole in the ring, and turning the latter allows the valve and cage to be quickly removed.

Three Million Drop in German Exports.

Germany's exports of cycles and cycle parts, as shown by figures for the ten months ending with October, 1908, aggregated $11,870,500 in value, as against $14,941,750 for the corresponding period in 1907, a decline of $3,071,250. Of complete cycles the number shipped was 117,771, with a total value of $1,993,250, as against the shipments for the same months in 1907, of 135,438, valued at $2,314,000. The principal customers for German cycles at the present time, in the order of their importance, are Denmark, Holland, Switzerland Russia, Belgium, Sweden, Norway and Bulgaria. Of these only the two last show an increase.

While the parts branch, which is the more important section of the German cycle export trade, shows the largest falling off, an analysis shows that the decline at the end of the ten months was not so great as at the conclusion of the first three quarters of 1908, so that it would seem as if the end of the depression had been reached and passed. The value of the parts exported during the period under review was $9,877,250, as against $12,627.650 in 1907. England is Germany's best customer for cycle parts and the United States is eleventh on the list. A decline in the demand from both of these countries is shown by the figures. Germany's imports for the ten months under review showed a decline in parts, as compared with 1907, of from $122,470 to $85,290; and an increase in complete machines from 8$23,400 to $23,500. England supplies the bulk of the parts and France the majority of the complete cycles.

Where Albany Grease Proves Useful.

While vaseline is usually employed to lubricate the head fittings, hubs, crank hanger and compensating sprocket wherein a fluid lubricant of high heat resisting power is not required, its suitability for this purpose is open to argument. Being a light substance it has a tendency to melt and run on the slightest subjection to heat whether caused by frictional contact or climatic conditions, resulting in a generous distribution on the exterior of the machine. Albany grease, or a similar grease, which being of a heavier consistency, and also possessing the necessary lubricating qualitie, will be found more desirable for use at these points and make for cleanliness. .

MOTORCYCLES AS THEY ARE TODAY

Revelations of Progress as Seen in the Many and Varied Models Staged at the New York Show —Ingenuity Display in Some Unexpected Directions—Quantity and Quality of Accessories Also Largely Increased—More Show Visitors and More Interest Than Ever Before.

If ever there was an exhibit of motorcycles that absolutely compelled attention and fairly radiated interest and instruction, it is the display which constitutes the motorcycle section of the automobile show in Madison Square Garden, New York, which closes its doors to-night.

Last year's exhibit, when the motorcycle section first was instituted, was impressive and full of interest, but not only is the present display much larger, but the extent of redesigning and improvement in large things and in small ones is so general and of such nature that no other show affords a just comparison.

The section occupies not only its former location in the wide passageway dividing the circular basement of the Garden, but a generous quarter circle immediately "around the corner." The decorations while not so elaborate and lacking the color of last year are simple, clean and effective. The ceiling is concealed by white bunting and the walls by panels of natural burlap, the paneling being in white. The signs all are raised gold lettering, but the sign manufacturer was not "well up" on the spelling of "motorcycle." On some signs it properly is spelled as one word, on others it is split in two.

The Hendee and Merkel-Light displays face each other at one end of the passageway and the M-M and R-S exhibits flank the other end, and these with the N. S. U., Thor and Curtiss booths, occupy the most generous space. Hendee and Merkel-Light have obtained effectiveness by staging comparatively few models in their large spaces. To avoid overcrowding, the former, for the first time, does not display either tri-cars or delivery vans; only the Indian motor bicycles are shown. The Curtiss exhibit is made the more striking by an array of machines all finished in French gray.

Comparatively small effort has been made to catch the eye of the show-goer. A Pierce, a Thor, an M-M and a Merkel finished in full nickel, constitute the only evidence of the sort, and that the shining dress adds attractiveness to the machines is not to be gainsaid. The Merkel is particularly striking. In addition to its bright nickeling, it is fitted with a milk white saddle, white pedals and white grips, and suggests what some one dubbed it, the "bridegroom's motorcycle," a term borrowed from several so-called and daintily finished and upholstered "bridal cars" being staged on the main floor overhead.

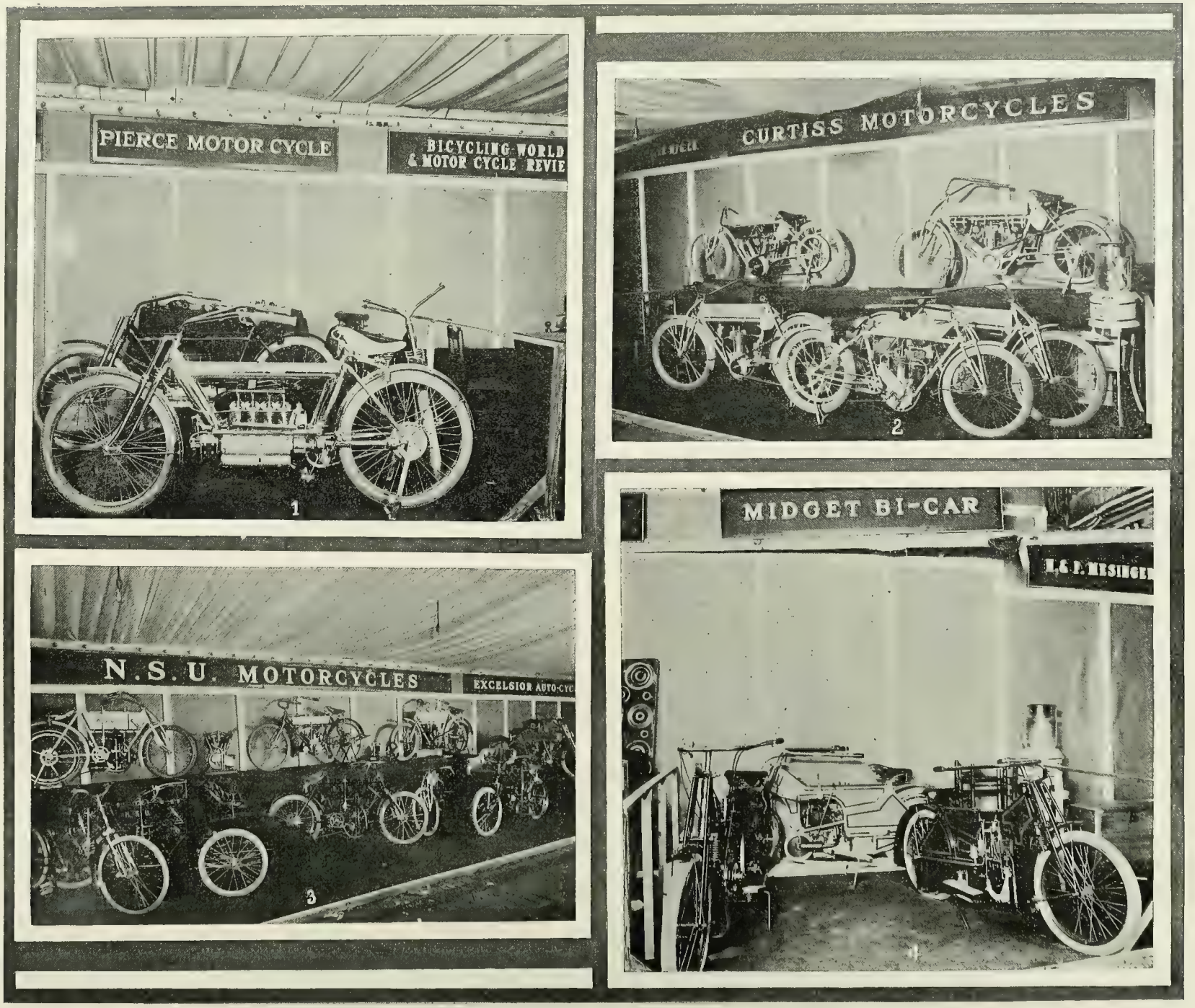
The only full working model is the cut-away Thor which is operated by an electric motor. It is far and away the most elaborate thing of the sort ever attempted and is not to be confounded with a somewhat similar Thor display at the earlier automobile shows. A study of it is almost a "college course" in itself. Every part is cut away to disclose the "insides"—cylinder, base, head, carburetter, oiling device, forks and handle bar. Each is made so plain that even the most unmechanical readily may understand "what's what." But sad to relate, despite the attention it created, Manager Sherman of the Aurora company had occasion for cusswords early in the week. Some over-wise individual who could not understand what made the exhaust valve open, poked around with a penknife and finding the little joker put the valve out of business. An F. N. Big Four partly cut away and electrically lighted to better show its operation, is also kept in motion by means of an electric motor. The only other sign of movement is a pair of Royal ball bearing fly wheels which are kept spinning around by the wind from an electric fan placed some four or five feet distant. In the Hendee booth there is an Indian motor with its valve gear exposed, which may be rotated by a hand crank and which permits the action of the valve mechanism to be graphically illustrated.

The Thiem Mfg. Co. and the Hornecker Motor Mfg. Co. had engaged space, but the former withdrew before the final program was published and the latter did not put in an appearance. The National Sales Corporation, however, overlapped the vacated booths and by staging a Simplex motorcycle and another styled the Allright, chiefly to exploit the Peugeot motors with which they are fitted, the section remained unbroken and there are 19 exhibits of motorcycles as was forecasted.

The show has been the best attended of all the Madison Square Garden functions and the motorcycle section has received its full share of the great influx. Agents are more numerously in evidence than ever before, but it is the attention that the motorcycles have received from the non-trade visitors that has proven the greatest surprise and that seems to point to a remarkable selling season. There never was anything comparable with the volume of inquiries and the number of prospective purchasers who left their names with exhibitors. Most of the business done has been agency business and, as usually is the case, it appears to have been distributed in streaks of fat and lean. While a number of the exhibitors are overjoyed at their large results, others reported nothing out of the ordinary, but several of the latter changed their tunes toward the end of the week when many agents who had been "shopping around" returned to place their orders and to sign contracts.

CENSUS OF THE SHOW.

Bicycles		76
Tricars and Side Cars		4
Delivery Tricycle		1
Total machines		81
One cylinder		50
Two cylinder		26
Three cylinder		1
Four cylinder		4
Total		81
Belt drive	Flat 15	
	V 36	52
	Round 1	
Chain drive		21
Shaft drive		6
Chain belt		2
Total		81
Battery Ignition		41
Magneto Ignition		40
Total		81
Automatic valves		52
Mechanical valves		29
Total		81
26-inch Wheels		44
28-inch Wheels		37
Total		81
Makes represented		21
Manufacturers exhibiting		19



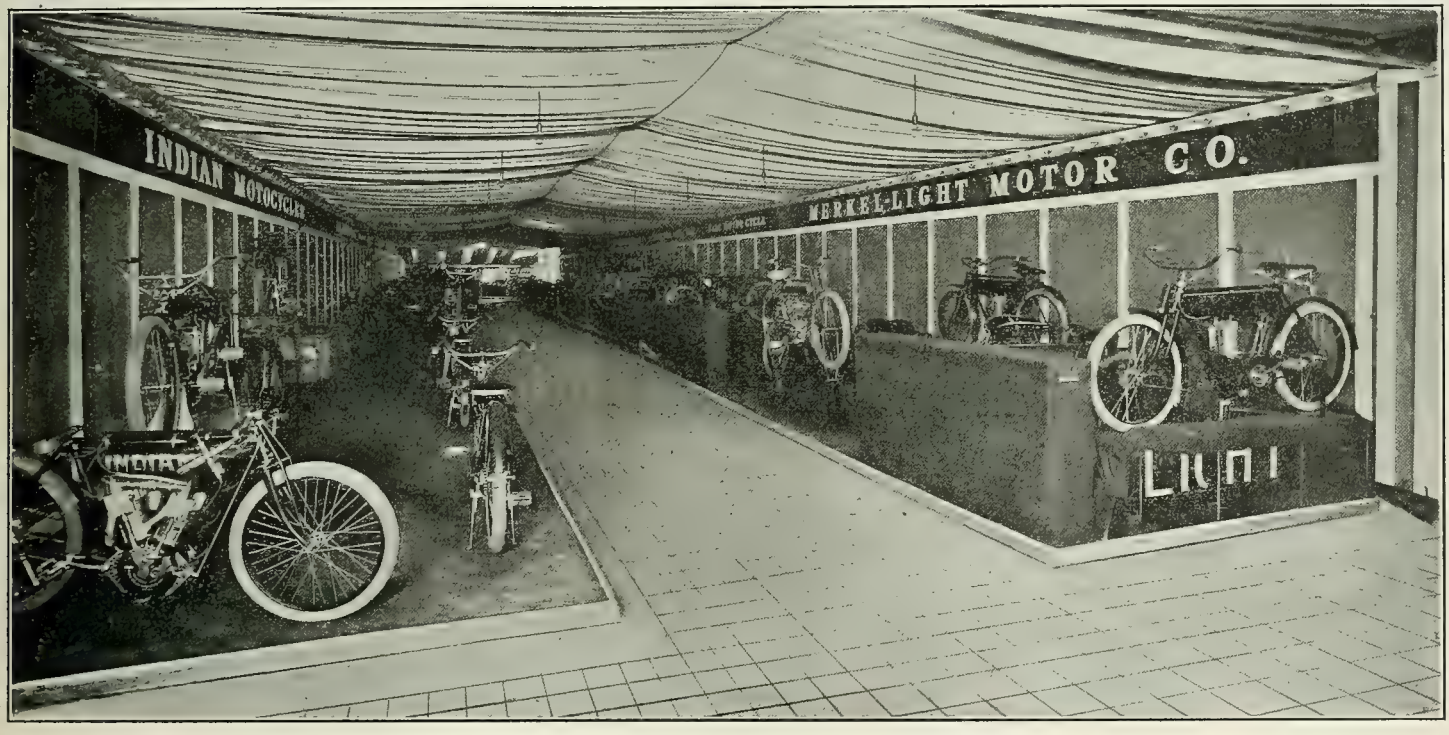
FOUR TYPICAL EXHIBITS AT THE NEW YORK SHOW

Tendencies and Developments Disclosed by the New York Show

Examination of the machines themselves did not make necessary revision of the tendencies in design and construction as summarized in last week's Bicycling World; it did, however, serve to permit of verification and amplification.

Frames.

Although in use from four to six years ago by at least four American manufacturers, and adopted last year by several others, the swing toward the trussed or double bar frame is now in full force. It has become the standard type and although usually built with a loop for the motor there are several notable instances in which the lower frame tube is secured to the engine. Frames generally are lower and wheel bases slightly longer, and where the frames have not been cut down there is a tendency to insert the seat post horizontally in the top tube and thus afford a lower saddle position than is obtainable with a vertical seat post. The tendency toward the employment of 26 inch wheels is stronger than was anticipated, and they also serve to bring the rider nearer to the ground; larger tires—2½-inch—are standard, but in one case, the Harley-Davidson, 2¾ inch are used. Spring frames have not considerably increased; the Merkel still remains their chief exponent, but in the Grayhound a radical development in the way of a supplementary and detachable spring frame has made its appearance. There has been a general strengthening of spring forks and an increase of their radius of action, but only two notable innovations are in evidence, the N. S. U. and the Merkel; the latter is a particularly neat, strong and appealing creation, in appearance differing little from a triple fork and with absolutely no chance for the sideplay that has militated against so many spring forks. The springs are contained in the forksides and the forks are further strengthened by girders. V bars of various designs are fairly general, as are wider and stronger mudguards, and stands attached to the frames instead of to the axles. Double grip control is almost but not quite universal, two or three makers still retaining a lever for throttle operation. The tendency is toward square tanks, but there still are numerous round ones in use, and nearly all of them are of considerably increased capacity.



GENERAL VIEW OF THE MOTORCYCLE SECTION

Engines.

Engines, generally, particularly the single cylinder types, are of increased power and there has been considerable improvement in valve mechanisms. Automatic valves are predominant, but the mechanical inlet valve has gained ground and is employed on five of the American motors in evidence. Valves are larger and all parts, including the stems and push rods, have been hardened and in the case of mechanical valves provision is made for adjustment. In the matter of valves the Royal horizontally operating and interchangeable tension valves are the most revolutionary that have been seen at any show. The tendencies toward casting cylinders and heads in one piece and stripping of cooling flanges from the lower part of the cylinder is pronounced, as is the practice of placing glass windows in the base; the fastening of the cylinders to the base with studs instead of the bolts has met with increased favor.. Two dome shaped pistons have made their appearance, in the M-M and the Royal, respectively; the use of stepped piston rings proved more numerous than forecasts served to show. Considerable attention has been bestowed on the fastening of wrist pins which now are quite generally of hollow construction and locked in the end of the connecting rod instead of being secured to the piston, the wrist pin revolving instead of the connecting rod revolving on it as before. Larger and longer exhaust pipes are the rule and in the case of twins the tendency is away from a manifold and toward the use of separate exhaust tubes for each cylinder. Similarly there is a pronounced drift toward the expansion chamber type of muffler, that is, mufflers without strainers are other "insides." Whether this tendency makes for more noise or less remains to be seen. In the case of the Indian not only have the "insides" of the muffler been removed, but it is fitted with a long tail pipe that is secured to and extends the full length of the rear forks.

Lubrication.

The force feed pump is the popular means of lubrication, but the first steps toward the long desired automatic lubrication have been made in the internal gear driven pumps used in the Pierce and the Merkel. Both are clever conceptions but in the Royal is afforded a good example of

combining the natural splash and centrifugal systems, the idea of internal troughs and oil holes drilled at all points requiring lubrication being well carried out. There seems no bearing or frictional surface in the entire machine that is not thus provided for and taken care of.

Carburetters.

In carburetters there is nothing new unless it be the imported device employed on the Royal and the Midget Bicar. The single float feed type with auxiliary air ports is to all intents and purposes universal.

Transmission.

With belt driven models appearing for the first time in the Indian, Thor and R-S exhibits, belt transmission has made an advance that is not to be gainsaid, although the makers of each of those brands still pin their greatest faith to the roller chain. The belted Indian seems to have scored a bulls-eye at the first shot by cleverly employing the compensating sprocket idea to relieve the great strain caused by the wedging of the V belt which type of belt of the Shamrock-Gloria rubber brand is far in the ascendency. Only four or five makers have withstood its on-rush and continue to rely on flat belts.

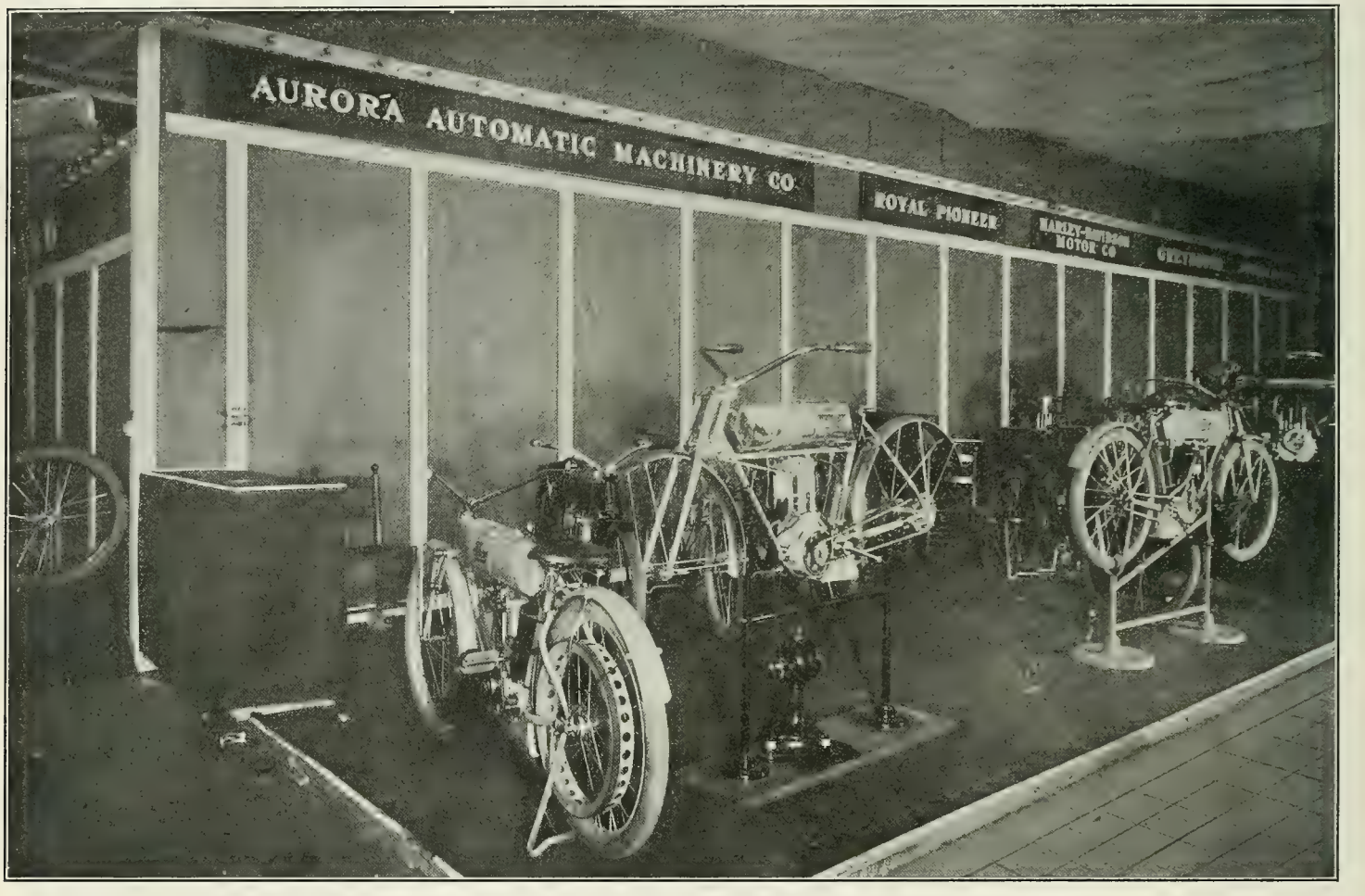
In the case of the chain driven machines, the tendency is to remove the countershaft bracket from beneath the motor to the rear of it thus giving a straight line drive. Two speed gears have made small advance. Three of the five in evidence come from abroad, the N. S. U., the F. N. and the Midget; the only American passenger machine so equipped is the New Era, which throughout is a radical type and like the Midget, is without pedals. The R-S "van" is the other machine with a two-speed gear. The gear on the single cylinder F. N. is a remarkable development, being of the sliding gear type used on automobiles. This F. N. like its four cylinder "brother," and the four cylinder Pierce, are the only evidences of shaft and bevel gear transmission. If two-speed gears are lacking, the adjustable pulley seems likely to solve the problem and very simply, that is, so far as belt machines are concerned. The pulleys of the sort used on the Merkel, the M-M and the Midget seem to leave little to be desired, the remarkable simplicity of each being not short of astonishing.

Ignition.

Magnetos are fairly galloping into favor, but some of the engine designers have had "bad times" in endeavoring to position them to best advantage. With but two exceptions all of the magnetos are driven by an enclosed chain of gears instead of chains, and in the case of the Merkel the idle or intermediate gears run on ball bearings. Although three cells remain the standard of dry cell ignition, on the Indian a new coil which permits the use of a two-cell battery, constitutes a departure of moment. The placing of the switch plug in the coil, which has been done in several instances, constitutes an innovation as does the Curtiss fashion of carrying the important little plug. In that machine it is placed in the commutator and the circuit is automatically broken.

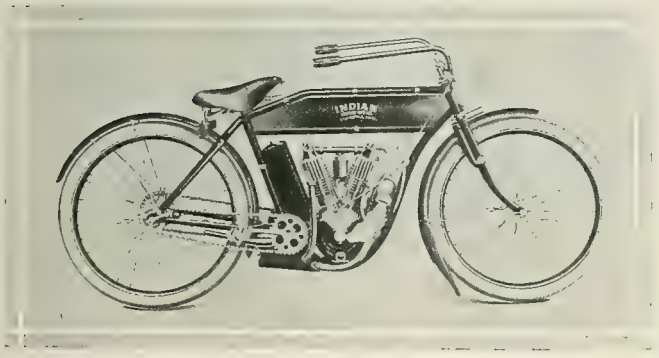
Brakes.

Coaster brakes generally are stronger and have more braking surface, but the coaster band brakes as used on the Indian and the Merkel, constitute a notable development; they are neat, simple and effective, and prove that a multiplicity of levers and other obtruding mechanism are not necessary in a band brake. The other development is a hand operated band brake on the Pierce and an auxiliary brake functioning on the belt pulley and actuated by a foot pedal, which is employed on the M-M; the Midget also is provided with a brake of the sort. Internal expansion brakes are features of all of the foreign machines displayed.

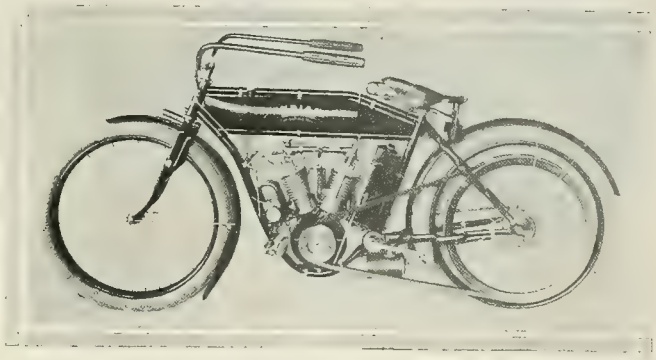


VIEW OF THE "AROUND THE CORNER" SECTION OF THE MOTORCYCLE DEPARTMENT

The Motorcycles on Exhibition and Their New and Individual Features



INDIAN WITH CHAIN TRANSMISSION

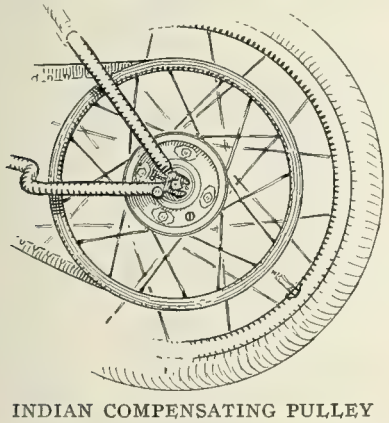


INDIAN WITH BELT TRANSMISSION

IMPROVEMENTS IN THE INDIAN.

Hendee Mfg. Co., Springfield, Mass.—Nine Indian motorcycles; five twins, four singles.

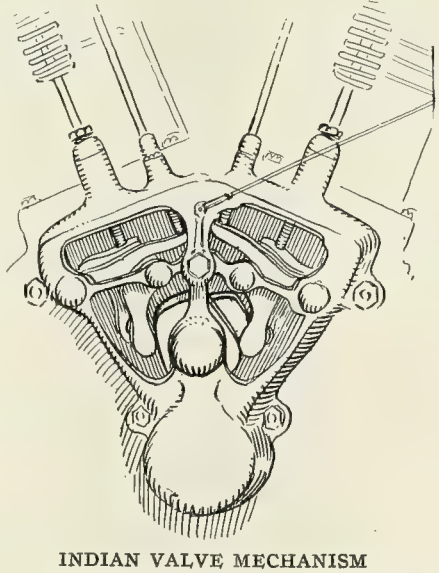
While it was supposed that preliminary announcements had disclosed about all that was worth knowing about the new Indians, the Hendee Mfg. Co. kept at least one notable surprise up its sleeve. It was applied to the belt driven model, which just has made its appearance in the famous line and caused not a few people to knit their brows and then to "acknowledge the corn,' so to speak. The surprise took the form of a compensating disc contained in a separate drum to which the rear pulley is laced by tangent



INDIAN COMPENSATING PULLEY

spokes entirely independent of the rear wheel. This arrangement serves the same purposes served by the compensating sprocket employed for chain transmission, i. e., to ease the strains and shocks of starting, of which those caused by the wedging action of the V belt are not mild or inconsiderable. This model is also provided with foot rests, the only American motorcycle so equipped. They are in the form of fixed rubber pedals attached to the lower frame tube.

Apart from these unlooked for features the general characteristics of the 1909 Indians already were pretty well known, but the fact does not detract from the interest in the exhibit or subtract from the crowds that visit it. Two of the familiar diamond frame models with the crescent tank over the rear mud guard were included in the display, but naturally it was the new 19-inch double bar loop frame with square tank between the bars that received the most notice. The frame is reinforced throughout

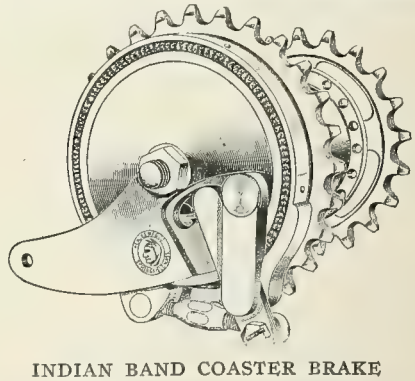


INDIAN VALVE MECHANISM

its full length with a bridge plate thus adding greatly to its strength. The cushion fork also has been strengthened by internal reinforcement.

The famous engine is of somewhat altered appearance, due to the stripping of the flanges from the lower part of the cylinder and the placing of the spark plug in the top of the head, but save in the valve mechanism the changes are of a minor nature, as, for instance, larger valves, wider bearings and valve gears, and the placing of a glass window in the base. The mechanical inlet valve, which hitherto was a feature of certain Indians now is a feature of all Indians, the automatic having been entirely discarded. As heretofore, both inlet and exhaust valves are placed in the same pocket in the head and on the twins the operating mechanism is entirely new. Two cams, cut from a single steel forging, are employed, one of which operates the inlet valves of both cylinders, and the other operates both of the exhaust valves.

The revolving cam acts on the end of a cam lever, while the cam upon the lever lifts a second lever, or finger, upon which the lower end of the inlet valve operating rod rests. The exhaust valve is operated in the same way, but the levers are of slightly different form, and the end of the cam lever is provided with a hardened steel roller to lessen the friction with the revolving cam, as the power required to operate the exhaust valve is much greater than what is required for the inlet valve. A steel cam plate revolves upon a steel bushing fixed on the projecting end of the cam shaft bearing; the two opposite sides of this plate are formed with cam surfaces,

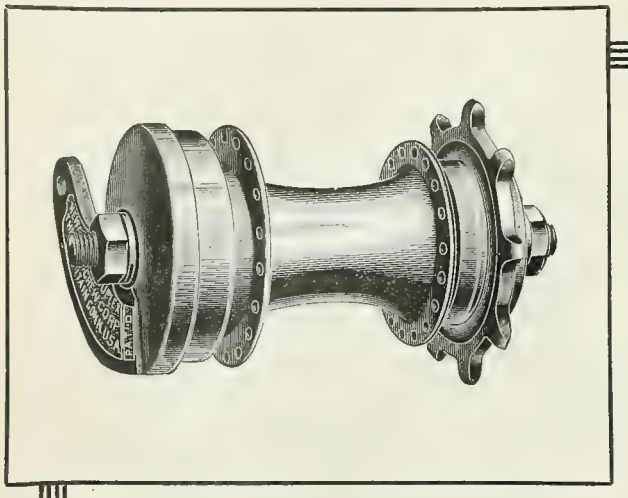


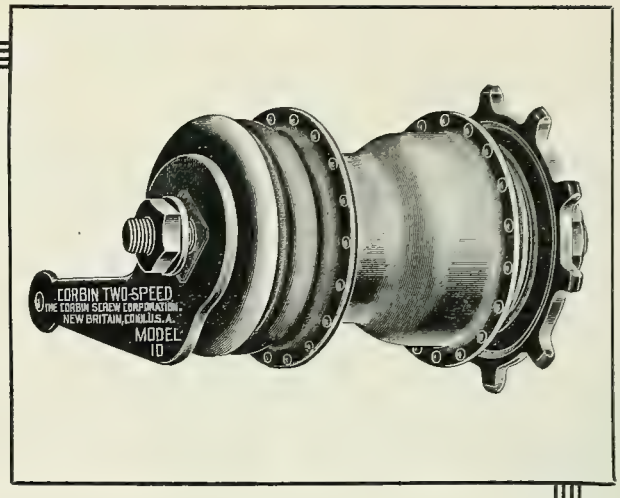
INDIAN BAND COASTER BRAKE

while a series of gear teeth are cut on its upper edge. Gearing with these teeth is a small segmental pinion, which is mounted on a shaft that has a bearing in the crank case for its inner end, while the other end extends out through the cam case, and is provided with a lever connecting with the control rod from the grip. A pull upon the rod revolves the pinion, which in turn throws the cam plate, and by operating the exhaust valve levers, lifts the valves.

On the belt model, rubber V-belt is used; on the chain machines roller chains are retained, of course, but the countershaft has been placed in the rear of the engine on a plane with the rear hub, thus giving a straight line drive. A chain guard of new

(Continued on page 671)





After all is said and done, that oft-repeated remark

"There is nothing so good as the Corbin"

about summarizes the coaster brake situation.

Whether applied to

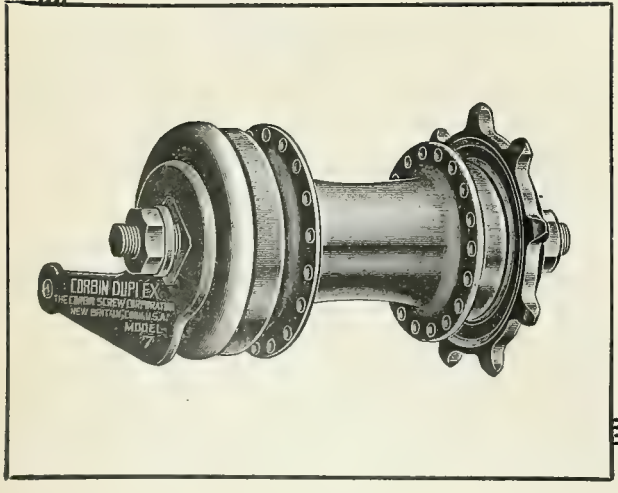
Bicycles or Motorcycles

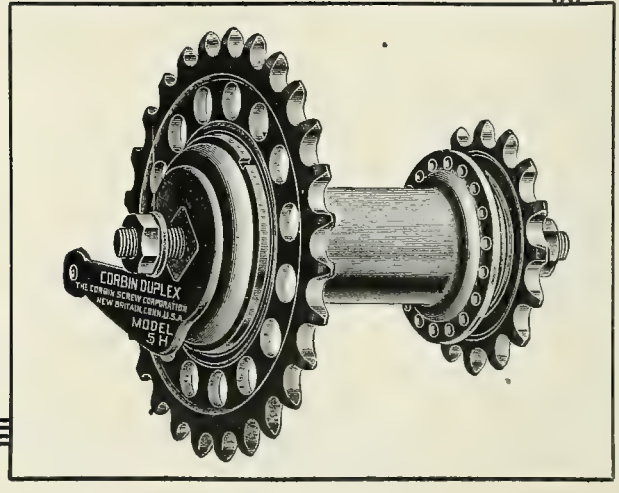
the truth of the remark has been abundantly proven. "The Corbin way" long has been demonstrated to be the right way.

CORBIN SCREW CORPORATION

NEW BRITAIN, CONN., U. S. A.

LICENSED COASTER BRAKE MANUFACTURERS.





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FOUNDED 1877

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, JANUARY 23, 1909.

"Enclosed find my renewal for the Bicycling World. I came near forgetting it, which I would not do for the world. I do not wish to miss an issue; in fact, I am always anxious for Monday to come around in order to obtain the pleasure and satisfaction which the receipt of the Bicycling World brings with it."—Fred Windt, St. Louis, Mo.

The Need of a Simple Vocabulary.

As a means of increasing its usefulness and at the same time benefiting a large majority of those interested in motorcycles and of those likely to become interested in them, the Motorcycle Manufacturers Association may find it well worth while to give thought to the improvement of the vocabulary and orthography of motorcycling.

A general overhauling of the dictionary of terms is not possible but there are a number of words and terms in common use that very well can stand the revision or elimination which can be brought about by agreement on the part of the members of the association and by their use in their respective catalogs and other printed matter of the terms and manner of spelling which may be chosen as the most fitting.

That part of the ignition system which breaks the circuit may be cited as an instance in which reform is very much needed. The part in question is variously styled "circuit breaker", "contact breaker", "commutator", "timer" and "vibrator", either of which may be perfectly intelligible to the man versed in electrical science or to the experienced motorcyclist, but which sadly is confusing to the new rider and the prospective purchaser. They cannot be blamed for imagining that the five terms apply to five different parts. Similarly "tappets", "push rods" and "lift rods" are different definitions of the same article, and the same is true of "switch plug" and "battery plug" and of "half-time gears" and "two to one gears."

The whole vocabulary is studded with this sort of thing and if is not absolutely necessary, simplification certainly is desirable and will serve good purposes.

While not so mystifying to the novice, there are at least a few reforms possible in orthography, also. Thus we have "gasolene" and "gasoline", "carburetter" and "carburetor" and some others of the kind, all of them comparative trifles and yet worth correction when correction so easily is possible.

As there is no occasion for hurry in the matter these reforms can be brought about at the leisure of the manufacturers' association and we trust that President Hendee will find opportunity for the appointment of a committee that will take the subject in hand. If the task of comparing the terms used in the various schedules of parts and reaching an agreement appears too great the scope of such a committee might be limited to the terms in common use in the catalogs designed for general circulation. A revision of this latter character would not require much time or trouble.

Call for an Up-to-Date Tricycle.

Asked to express a wish for the new year, Abbott Bassett, the silver-haired secretary of the L. A. W., named a tricycle as one of his chief desires.

"An up-to-date tricycle would be my wish. This may seem like reaching backwards, but what else can you expect from one who is past three score?" he wrote in answer to the invitation. "The bicycle is the best form of exercise ever invented. It is the ready-saddled steed waiting to take its owner on his way. Many old people also want to get from place to place with little exertion and the horse and the automobile are beyond their means, They dare not learn to ride a bicycle—a fall would mean much to them. I have ridden the bicycle many years. My greatest wish is to keep actively in the game."

Coming on the heels of the purchase abroad of two tricycles by one of the elder Rockefellers, Mr. Bassett's wish would seem to express a desire that may be found to be of greater extent than appears on the surface. It suggests the possibility that at least one of the bicycle manufacturers may find the production of tricycles worth while, and the field worth cultivating. The fact that several of the foreign makers still retain a three-wheeler in their lines and that human nature is pretty much the same the world over appears to lend strength to the suggestion.

Evidently drawing its inspiration from an item which appeared in the Bicycling World, a contemporary advises motorcyclists to "boil their chains in wax" and to "keep stirring them while they are boiling." But any rider who follows the advice will not be likely to bless the adviser. The virtues of wax as a chain lubricant are not particularly prominent or pronounced. It is not wax, but tallow that should be used, as the Bicycling World stated, and quite as important as "boiling 'em" and "keeping them well stirred" is the steeping of the chains in kerosene before they are "boiled," that is, unless their owners are anxious to preserve the dirt and grit almost intact.

It is stated that Chicago, Milwaukee and Indianapolis each believes that the next F. A. M. national meet should be held within "its midst." There is no room for doubting that the West is entitled to this year's meet, but more than belief is necessary to obtain it. A formal applicaion is required and the sooner it is filed the sooner will it be possible to make the award and the more time will the successful applicant have at command in which to prepare to "do itself proud."

It was something in the nature of a shock to discover at the Madison Square Garden show a number of salesmen who were in utter ignorance of the volume of the piston displacement of the motors which they represented. "You will have to figure it for yourself," was the reply given in so many instances as to suggest that a course of instruction will prove beneficial in several factories or sales departments.

FIRE DESTROYS BOSTON SAUCER

Million Dollar Blaze Ends Successful Indoor Season at the Hub—Riders Lose All Their Racing Outfits.

In a costly fire which destroyed property valued at nearly $1,000,000, the ten lap board bicycle track, known as the Park Square Coliseum, at Boston, was consumed early last Sunday morning, 17th inst. Not only was the track destroyed but nearly 50 bicycle riders who had been competing in the weekly races there, with one or two exceptions, lost all their worldly possessions, consisting of bicycles, motorcycles, tires, clothing and tools. It is upon them that the hardest blow will fall, as Hugh MacLean was the only rider who had his racing paraphernalia insured.

The track was located in one end of the old building which formerly constituted the trainshed of the Boston & Providence Railroad, before its acquisition by the New York, New Haven & Hartford Railroad Co., which owned the property. Adjoining the old trainshed was the former freight station which for some time has done duty as automobile garages and storerooms. It was in one of these garages that the fire started a few minutes before 6 o'clock last Sunday morning, and in an hour's time the old freight shed was completely destroyed and part of the old trainshed which housed the bicycle track was burned.

The property was located at Park Square and Boylston street and at the time it started most of the riders were asleep in distant parts of the city. Ben Hill, of Newark, was the only rider near the scene and after making an effort to save one or two bicycles he was beaten back by the flames and compelled to abandon his work of rescue. So swift was the work of the flames that before the riders could arrive the bicycle track and their racing outfits were only charred remains.

While the fire was in the nature of a knockout blow to winter racing in Boston, for it is understood that there is no available building wherein to build another saucer track, the greatest loss falls upon the riders who were competing there, including such well known professionals as Anderson, Bardgett, Wills, John and Menus Bedell, Mitten, Wiley, Devonovitch, Walker, MacLean and others, in addition to a large number of amateurs. The training quarters were located at one end of the building, the part that caught fire first, so that it was practically impossible to save anything. It is estimated that more than 100 bicycles were destroyed, in addition to several valuable pacing machines, and an expensive assortment of silk racing tires, sweaters and so forth.

Although the bicycle riders were wiped out they took their losses philosophically, and with greater cheerfulness than might have been expected under the circumstances. Nearly all the riders are signed to ride in Kansas City in a six days race within two weeks, but unless some aid is extended them it is doubtful if they can ride. More than half the riders are without funds so that it is impossible for them to purchase new bicycles and equipment in time for the Kansas City race, and it is doubtful if they can borrow machines. Another hardship will be if they secure bicycles they will have to break in new shoes and saddles, which will be anything but pleasant.

The riders were not the only ones to lose, however. L. W. Bowen, who furnished the capital to build the saucer, lost considerable, although the exact amount is not stated. Alexander MacLean, the manager of the track, after a summer of losses on account of rain, was just beginning to recoup his fortunes when fire put an end to his endeavor.

When L. W. Bowen took the building in 1905 he spent in the neighborhood of $65,000, and put in one of the largest and finest roller skating rinks in the world. During the spring of 1907 flat floor bicycle racing was introduced and it made such an instantaneous hit, that in the fall Bowen, in connection with Alexander MacLean, who also manages the Revere Beach saucer, erected a ten lap saucer track. It was opened with a card of paced and sprint races and then followed a ten hours a day six days race. During the remainder of the winter race meets were held every Saturday and holiday. This winter a new ten lap track replaced the old saucer, the cost being $4,000. The first meet was held on November 16th and good meets have been held every week since then. The Boston people, too, were just beginning to realize how exciting is bicycle racing, for the meets drew several thousand people each week, and the last one, held the night before the fire, was one of the best and most exciting of the season.

So far as known at the present time the track will not be replaced. It was entirely destroyed with the exception of one turn and that part of the building which contained the saucer is beyond repair. It is doubtful if another building large enough to hold a ten lap track can be found in Boston, so that racing there apparently is at an end for the winter.

Organizing F. A. M. Eastern District.

Vice-President Buffington, of the F. A. M. Eastern District, has appointed Victor W. Page, of Providence, State Commissioner for Rhode Island. Mr. Page is now casting about for a State secretary and for local commissioners.

Hartford to Have Motorcycle Police.

Hartford, Conn., is preparing to organize a motorcycle police squad. As the first move in that direction the police commissioner has asked for an appropriation of $750 with which to purchase the necessary machines.

BUFFALONIANS SEE REAL RACING

Schudt Captures Lap Event and Wins Exciting Heat in Handicap—Newland First in the Final.

Although zero weather prevailed in Buffalo last Saturday night, 16th inst., it did not prevent one of the largest crowds of the season from flocking to the 74th Regiment armory and witnessing an interesting card of bicycle races and athletic games. Fred Schudt won the final heat of the two miles lap race and although he qualified in the trial heat of the handicap, could not overhaul the long markers in the final, the race going to John Newland from the 110 yards mark.

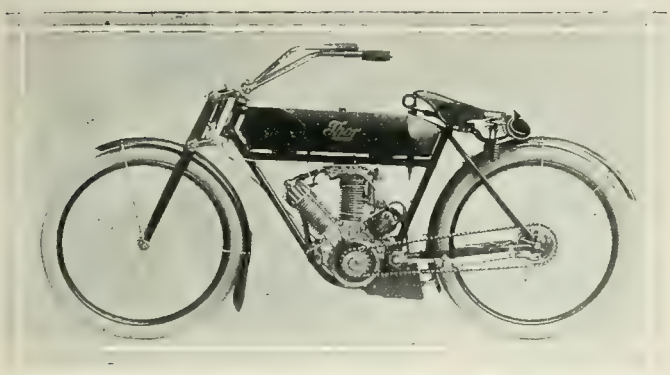
Just before the start of the games one of the ambitious runners went on the track to stretch his legs just as George Hoctor was indulging in a sprint. The runner was not seriously hurt, but remained unconscious for several minutes. On coming out of his sleep, he caused the bystanders to smile by innocently asking, "Who was the joke on?" Major Wolf had considerable difficulty in showing that it was on the runner, who would not believe that he had been struck by a bicyclist. Hoctor fortunately escaped injury.

Schudt, Tanner and Arenz won their respective heats in the two miles lap race, Joe Scheider and Delling having a collision in the third heat, which put them out of the final. Schudt totalled 66 points in the final heat, with Arenz only 6 points behind for second place. Al Krushell was third with 24 points. The final heat was run in 4:44, which is fast going on the flat.

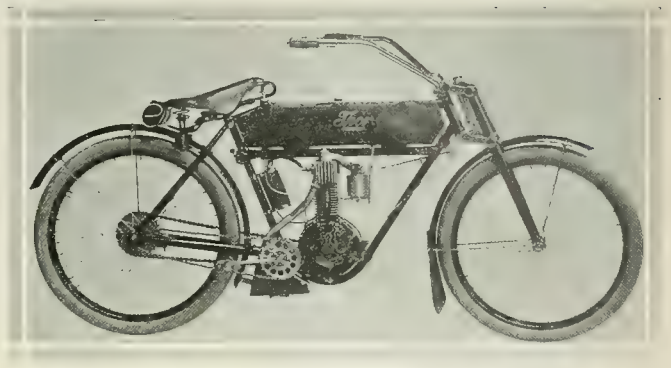
Adam Fisher and Tony Burke took the first and second heats of the two miles handicap rather easily, but the finish in the third heat was exciting, as Schudt beat Arenz by an eye-lash. Schudt could not close the gaps in the final heat, however, and John Newland with a handicap of 110 yards won the event. Arenz, Burke and Scheider finished in the order named. The summaries:

Two miles lap—First heat won by Fred Schudt, 65 points; second, Adam Fisher, 53 points; third, R. J. Hoover. Time, 4:46. Second heat won by J. M. Tanner, 62 points; second, Al Krushell, 59 points; third, J. B. Devine, 42 points. Time, 4:47⅗. Third heat won by Ed Arenz, 69 points; second, John Newland, 41 points; third, Ed Felber, 37 points. Time, 4.49. Final heat won by Schudt, 66 points; second, Arenz, 60 points; third, Krushell, 24 points. Time, 4:44.

Two miles handicap—First heat won by Adam Fisher (60); second, John Newland, (110). Time, 4:45⅕. Second heat won by Tony Burke (10); second, Edward P. Young (145). Third heat won by Schudt (scratch); second, Arenz (50). Time, 4:34⅗. Final heat won by Newland; second, Arenz; third, Burke. Time, 4:32⅖.



THOR TWIN CYLINDER



THOR SINGLE CYLINDER

MOTORCYCLES AS THEY ARE TODAY

(Continued from page 667)

design is applied to better protect the rider from oil that may be thrown by the chains.

Lubrication is by force pump contained in the cylindrical oil tank secured behind the engine, the tank being larger than heretofore. In the bottom of the engine base an oil trough is cast, the fly wheels dipping into the oil at each revolution.

A new muffler is one of the 1909 features. It contains no tubes or strainers, being merely an expansion chamber, the spent gas being carried off through a long oval tail pipe running the full length of the rear stays. Larger exhaust pipes are the rule and on the twins there is a separate pipe for each cylinder instead of a manifold as hitherto.

The outside band coaster brake, the band of which is faced with camel's hair fibre, proved a strikingly neat and compact device. It operates by backpedaling exactly as does the ordinary coaster brake.

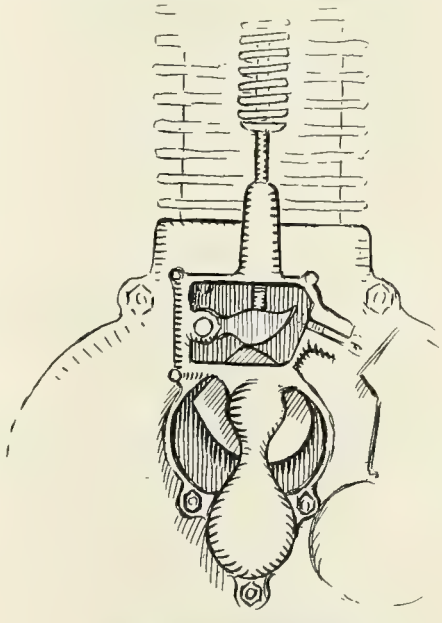
Bosch magneto is the instrument used on the magneto ignited machines. Cutting out the magneto releases the compression. On the battery models a small powerful coil and a two-cell battery constitute an innovation. Other improvements of lesser detail are needle valve of new design in the two gallon gasolene tank; knockout front axle with ball retainers; head fittings increased in size and handle bar binding sleeve corrugated to prevent bars from turning; more general use of lock washers and an improved stand having a supporting lever.

HOW THORS HAVE BEEN REFINED.

Aurora Automatic Machinery Co., Aurora, Ill.—Six Thor motorcycles: Four singles and two twins.

Apart from the cut-away working model, which easily was the most educating feature of the motorcycle section, there was nothing smacking of radical departure in the Thor exhibit, unless it was the model with V belt which has been added to the line. Detail refinement is the term which best applies. The double bar drop frame with a square bevel-sided combination tank was employed last year and save for a slight drop in the rear end of the top tube which affords a lower saddle position the frame and tank remain the same. The offset spring forks in two forms which constitute a Thor feature have been retained with some slight improvement. The pneumatic cushion fork, with ball bearing hinges, has had its range of action doubled and provision has been made for its adjustment.

Except that two engines of greater power have been added to the line, the famous motor also is but little changed. The size of the valves has been increased, the exhaust springs having been disposed further from the cylinder to promote cooling and an improvement in the connection between the dome and the carburetter has eliminated all save one union. Both the gasolene feed pipe and the exhaust pipe have been enlarged. A new muffler, nearly square instead of round, and of the expansion chamber type, has been adopted. The ball-bearing internally geared chain transmission is retained save of course on the belt models, in which the internal gear is dispensed with and the driving pulley attached directly to the engine shaft, which, in these models, runs on roller bearings. The pulley on this shaft is provided with a special device to prevent dust and dirt getting into the bearing and to keep oil from splashing out. There also is an ingenious device for taking up slack in the belt.



THOR VALVE MECHANISM

Lubrication is by force pump contained in the oil compartment of the tank but instead of being operated by a plunger as formerly was the case a lever and flexible shaft serve the purpose, the lever being operated from the saddle and lying flat on the top of the tank when not in use.

A new handle bar which is lacking the acute V shape of other Thor bars is offered and its fastening with a key to prevent its turning is a minor item of interest; a similarly secure fastening is applied to the seat post.

When magneto ignition is desired a special engine is furnished to insure correct timing and on the base of which is cast a platform to which the instrument is secured.

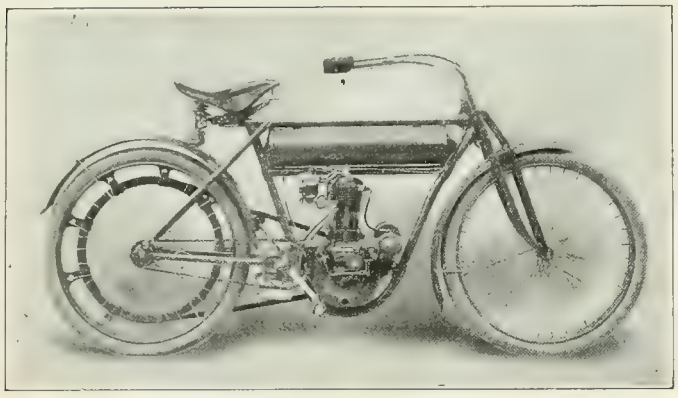
THE MERKEL AND THE LIGHTS.

Merkel-Light Motor Co., Pottstown, Pa.—Three Light and three Merkel motorcycles: Two singles, and one twin.

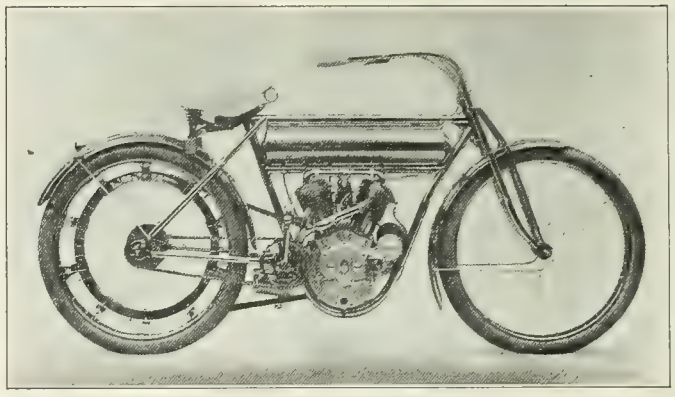
In the whole show there is no machine more interesting or more thoroughly modernized than the 1909 Merkel. It fairly bristles with advanced ideas. Last year's model with its single bar frame and battery ignition and incorporating a number of the improvements is in evidence, but the new double bar loop frame models are the real objects of interest.

Save one, the Merkel is the only spring frame staged and as before the springs are contained in the rear fork tubes; they have been supplemented, however, by a new girder spring fork embodying the same principle and which seems to solve the sideplay problem. The forksides extend up to the handle bars, the compensating springs being carried in these extended tubes and part way into the forksides proper. The result is a frame and a fork which, though yielding, in appearance differs practically not at all from the rigid types. The handle bars are of new design and are of the few that do not follow the V lines. The upright seat post has given way to one that slides horizontally into the top frame tube. Knockout front axles have been adopted.

The ball bearing motor—one of three at the show—has been retained, but several improvements have been effected. Cylinder and head are cast in one piece and an oil window placed in the base. Fly wheels and shafts are forged integral as are the cams



MERKEL SINGLE CYLINDER

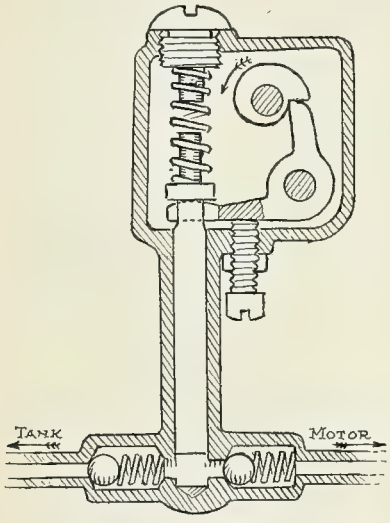


MERKEL TWIN CYLINDER

and their shafts. Some slight change has been made in the valve mechanism, all valve shafts being carried on supplementary bearings.

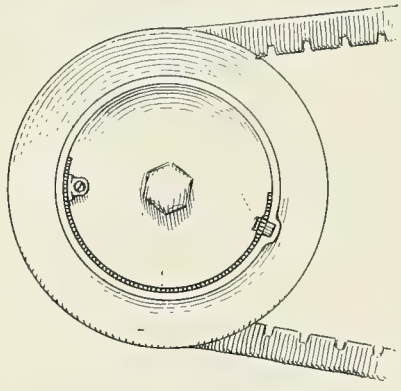
The big feature of the motor, however, and a great stride toward a long desired goal is the mechanically operated and therefore automatic lubricating pump contained within the engine base.

The oil is fed by a pump to the two crank shaft bearings in direct proportion to the speed of the motor, the flow always starting and stopping when the motor is started



MERKEL AUTOMATIC OIL PUMP

or stopped, since it is governed directly by the motion of the crank shaft. The pump mechanism is very simple, and consists of but four essential parts except for the ball check valves of which there are two held in place of tiny springs. The four important parts of the pump are the plunger, its spring, a rocker arm, which lifts the plunger, and a cam which moves the rocker arm and at the proper instant permits it to drop under the influence of the spring. The cam is driven from the exhaust valve rocker by means of a pawl which takes hold of teeth on a wheel attached to the pump shaft. The number of teeth on the ratchet wheel is such that the cam turns over once to each 97 revolutions of the crank shaft, which means that the plunger drops once in every 97 revolutions and forces a charge of oil to the bearings. As the plunger is raised it lifts one of the check valves and inducts a small quantity of oil which is expelled through the other valve when it falls. The distance the plunger falls under the influence of its spring, is regulated by a small screw adjustment, which thus controls the amount of oil fed at each discharge. By



MERKEL ADJUSTABLE PULLEY

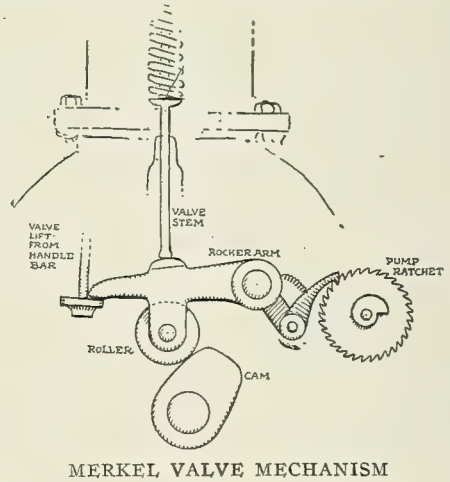
means of a three-way cock located in the single line of external piping required for the system, it is possible to admit oil directly to the base from the supply tank, to shut it off altogether, or, if required, to employ a regulated continuous flow. Turning the cock into another position closes the constant flow and opens communication between the pump and the base.

Flat belts have been retired in favor of rubber V belts of the 28 degree section, the engine mounting an adjustable pulley of simple design affording a gear reduction of 25 per cent. The outer flange of this pulley is loose-mounted, being held in place not only by the wedging of the belt, but by a spring catch engaging a notch on the inner periphery of the flange. To alter the gear ratio the catch is lifted with a knife or screw driver and the loose flange turned one revolution when it again engages in the notch.

On the magneto models, Herz magnetos mounted on a bed or platform cast on the engine base is employed. It is driven by the usual train of four enclosed gears, but in the Merkel the two intermediate or "idle" gears run on ball bearings to prevent the wear and play that so often cause mischief.

The carburetter has been changed to the extent that the needle valve now works in unison with the throttle. The grip control has been much improved and now is largely enclosed. An outside band coaster brake constitutes the other important Merkel innovation.

The chain geared Lights flank the belted Merkels in the Merkel-Light exhibit. They employ the Thor internally geared motor and as last year, they were distinguished by double bar loop frame with square combination tank between the bars, there was no occasion for change in frame design. The chief alterations are gravity sight feed oiler



MERKEL VALVE MECHANISM

instead of oil cups, a new bar and wider and enforced mudguards.

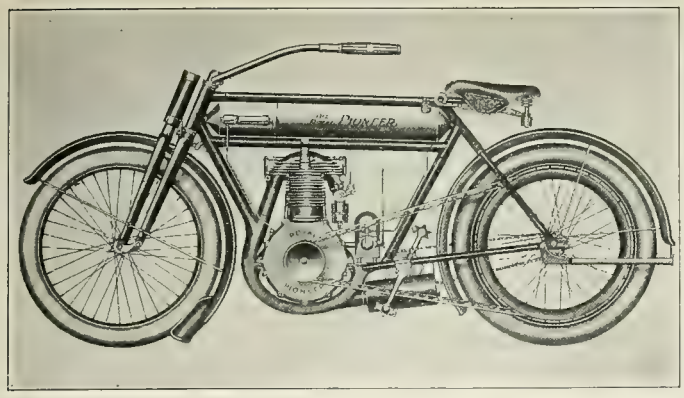
ROYAL'S RADICAL DEPARTURES.

Royal Motor Co., Worcester, Mass.—One Royal Pioneer motorcycle—a single.

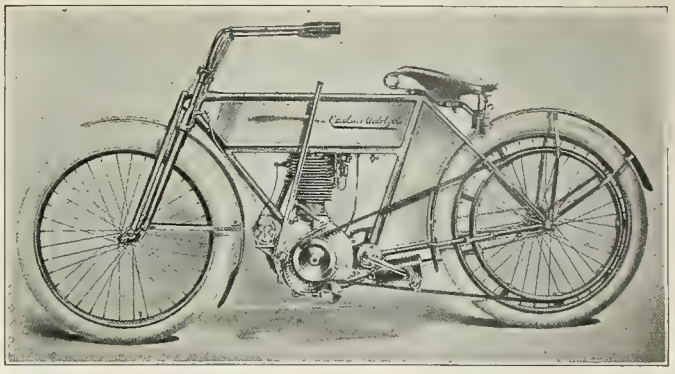
Although but one model is staged, it is crammed with so much novelty and distinctiveness that the Royal can not well fail to claim close attention. It bears out the promise that preceded it.

The frame is of the conventional double bar pattern now coming into popular favor but there the similarity ceases. The loop portion, which carries the motor, is a hollow steel casting which is further utilized as an expansion chamber for the exhaust before passing into the muffler, a practice now coming into use in motor car construction. The motor is fastened at two points to suitable lugs cast on this expansion chamber and also by a bolt at the top.

The 30.50 engine itself is of novel design



ROYAL SINGLE CYLINDER



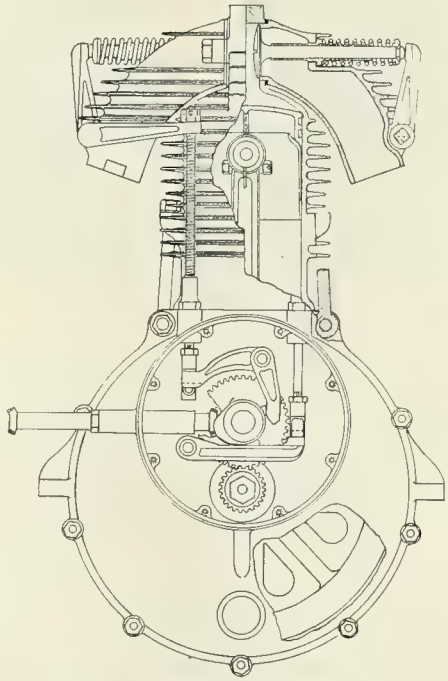
EXCELSIOR SINGLE CYLINDER

and incorporates several innovations far out of the ordinary. The 30° valves are placed horizontally in immovable brackets in the head, all parts being interchangeable; both valves are mechanically actuated by a single cam through a pair of bellcranks—operating tension rods, which in turn operate another pair of bellcranks mounted in the valve ports, transmitting motion to the valves. The cylinder and head are a single casting, the former being fastened to the base by a pair of swinging tiebolts on the side working in milled slots in the base and retained by bolts passing through the sides. These bolts engage lugs cast on the outside of the cylinder about halfway up and are retained by nuts. The piston is dome topped and the rings, two in number, are cut on the step principle instead of being slit diagonally as is usually the case.

The lubrication system combines both the splash and centrifugal systems and is carried out with remarkable thoroughness. On its inner wall, near the top, is cast an oil trough which is constantly supplied by splash from the base and which distributes a continuous stream of fresh oil to the cylinder, piston and bearings through a series of fine angular holes drilled through the piston and all shafts.

The wristpin is of hollow construction and is locked in the connecting rod by a bolt passing through a milled slot in the pin, preventing side motion and securing the cylinder well in the latter. The cam rod is slotted at its upper end to permit the pin to be firmly held, where the retaining bolt is tightened. The pin is carried in generous bosses in the piston, which make for long life at that point. The lower end of the rod mounts a Parsons white bronze bearing of ample size. The cam and shaft are of one piece, the secondary gear being laid on and further retained by four screws which are so located as to prevent their working loose and falling into the mechanism. On the inner side of this shaft is mounted a bevel gear operating a shaft which drives the magneto through enclosed gears. The crankshaft further carries out the originality with which the machine bristles. A hardened steel bushing forced on a shaft not so treated, secures the necessary wearing qualities at the desired point while retaining the strength at the shearing point and preventing thread distortion by heat, which tendencies are encountered when a single shaft bar is used throughout.

The main shaft is carried on Hess-Bright bearings of the automobile type combining a frictionless bearing with exceptional durability at a point where it is subjected to great stress. The flywheels differ from those used ordinarily, in that they are spoked or "spidered" instead of being cast with a continuous web or solid center. This construction makes for a better distribution of oil and permits the weight to be concentrated in the rim, a desirable feature contributing to smooth operation. The flywheels are absolutely interchangeable with each other, a feature hitherto unknown in motor construction. The driving pinion is retained by a tapered bolt expanding a slotted sleeve, the driving pulley being similarly fastened. A window is provided in the base, permitting the proper oil level to be maintained, and the draincocks for flushing are conveniently located, permitting access without burned fingers and soiled hands. The Bosch magneto, which is the standard equipment, is mounted on the lower stays just back of the engine and is driven by a shaft with enclosed bevel gears, which takes its drive from the cam shaft. All bearings are hardened and ground and of liberal proportions.



ROYAL'S RADICAL VALVES AND MECHANISM

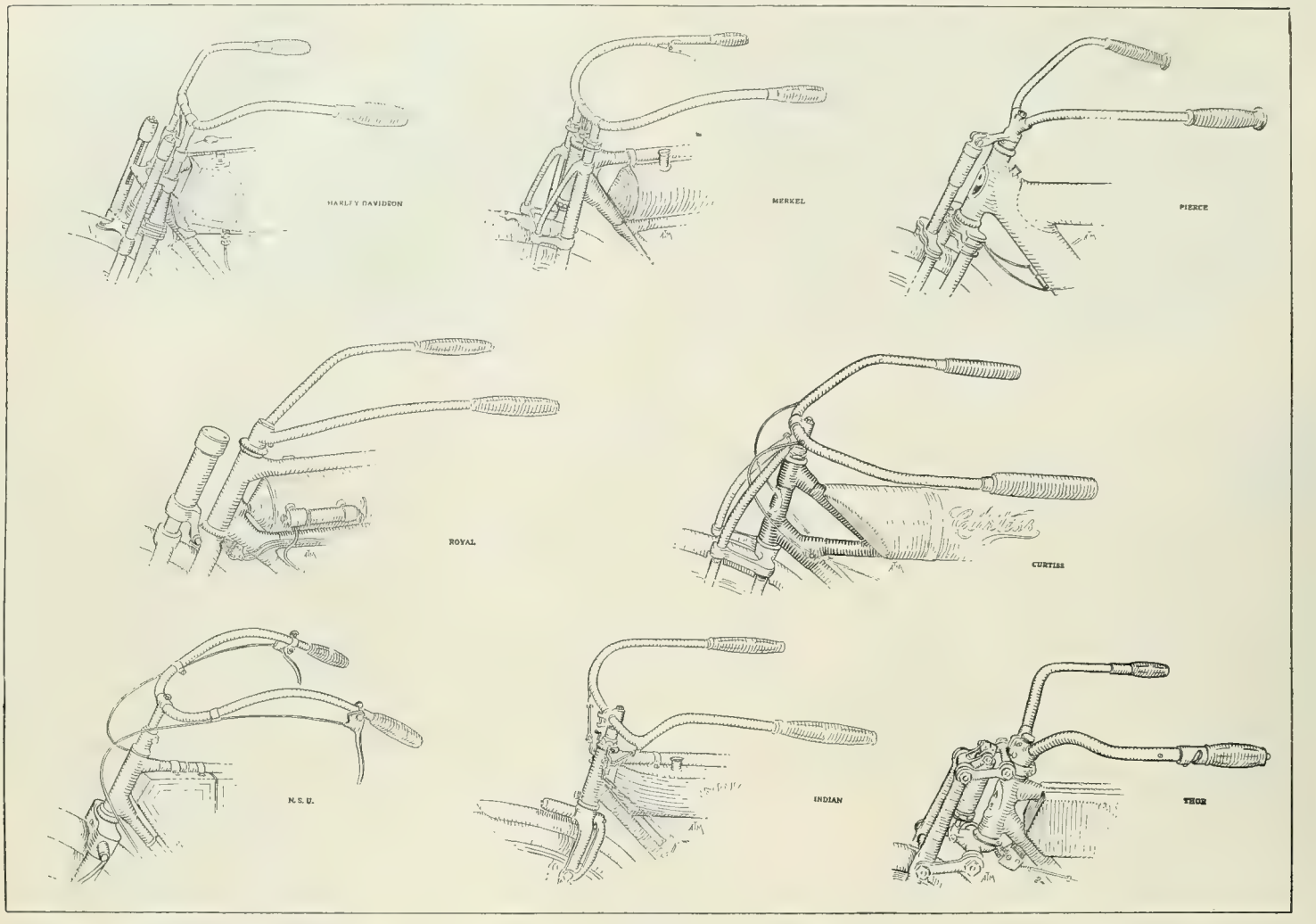
The fuel and oil tanks are of seamless brass with torpedo ends the separate compartments neatly telescoping into each other. They are carried between the upper and lower tubes and are retained by a single bolt at the rear. A transparent force feed pump conveniently located on the tanks in front of the rider insures a proper supply of oil to the engine. The muffler, of large capacity, is carried beneath the crank hanger and no cut-out is employed as the large expansion chamber precludes any tendency toward back pressure.

The carburetter, an English device with a reputation for high efficiency, is of the conventional float feed type, and is equipped with a tapered cone of suitable size surrounding the aspirating nozzle, the position of which may be adjusted to determine the proper suction to secure the best results. The auxiliary air shutter and throttle are under continuous tension through tight springs to take up any wear that may occur. The carburetter is attached directly to the valve port eliminating the inlet pipe. A needle valve of generous size is incorporated within the gasolene tank. A pet-cock on the cylinder head permits priming in cold weather, but the makers claim that with their carburetter priming is unnecessary.

A low saddle position is secured by a horizontal seatpost sliding longitudinally in the top tube instead of vertically in the seat mast tube as is usually the case. A further step towards providing for the wants of riders of various heights is the crank-hanger construction, which permits the pedals to be raised, lowered or moved forward or backward to suit the rider's fancy. They may be entirely removed and footboards substituted if desired.

The transmission is by V belt, no idler being employed; liberal room for belt adjustment is provided in the rear stays. The wheels are shod with 2½ inch tires and the guards are of ample width, the forward one being provided with a splasher at its lower end and carried well forward. A stand of

COMPARATIVE STUDY OF HEADS AND HANDLE BAR DESIGNS



neat design permits the rear wheel being readily removed; when not in use it is supported by the rear guard.

The bars are of pleasing outline extending well toward the rear. Double grip control is employed through a flexible shaft and telescoping rods, the construction being such as to give a quick control at the grip with minimum wear of the operating members. The spring fork is equipped with compound springs of the telescopic type and providing for various loads without transmitting road shocks to the rider. Recoil and stop buffers for exceptional depression are also fitted, the lower ends being suspended on forged racket plates riding on hardened pins.

EXCELLENCIES OF EXCELSIORS.

Excelsior Supply Co., Chicago, Ill.—Four Excelsior motorcycles; all singles.

In general design, the Excelsior remains unchanged, but here and there improvements have been made that are of more than passing moment.

The frame is of the double bar type used last year and without a loop. Instead the motor is suspended from three points and may be readily unslung if occasion requires. The cylinder and head are cast integral with valve ports on the sides, the automatic type of inlet with flat seat constituting a departure from current practice. But two gears are employed in the valve mechanism, the large gear and exhaust cam being forged integral. A stud carried on the secondary gear operates the circuit breaker, eliminating the usual cam and tendency to wear, the stud being in contact with the trembler spring at one point in its revolution.

Stress is laid on the fact that all wearing surfaces are hardened and ground, and all shafts are drilled and grooved to insure ample lubrication. The bearings are of phosphor bronze of generous size and have wide shoulders to eliminate wear due to sideplay. The lower connecting rod bearing is flanged on both sides and split diagonally in the center. The wristpin bearing is of tool steel hardened and ground. A hollow wristpin is used and is prevented from turning by a key fitting in corresponding slots in the pin and piston, a tapering drive fit being secured. An ingenious method of locking the pin is secured by annular grooves being cut in the piston bosses into which snap spring bronze washers at either end of the pin. The valve ports are of generous size and the valves are readily accessible.

The lubricating system is by gravity sight feed, with check valve in the feed line to prevent back pressure forcing back the oil. The crank case pressure is relieved by being carried from the base through a tube with union nuts leading to the rear stays and having an outlet at the rear wheel screw. This method eliminates all oil leakage from this source and makes for cleanliness.

The cylinder is fastened to the base by four studs passing through a flange cast on the bottom of the cylinder. The cam shaft is passed through a goss in the base and retained by beveled lock nuts.

The exhaust valve is provided with nuts which permit of adjustment for wear; both stem and push rod are hardened.

The lower circumference of the piston is grooved and on the inner edge is cast a trough or lip which on the down stroke dips into an oil well formed in the top of the base and which is kept filled by the splash.

The frame is of outside joint construction, the head being a solid drop forging, The frame is 20½ inches and a horizontal seatpost sliding in the upper bar is retained by an expander operated from the outer end of the post. This construction gives a low position and permits the saddle to be brought well to the rear.

The muffler carried beneath the hanger

has an expansion chamber through which the exhaust passes, escaping through a slotted sleeve at the rear. A cutout is operated by a sliding latch mounted on top of the tank just beneath the saddle.

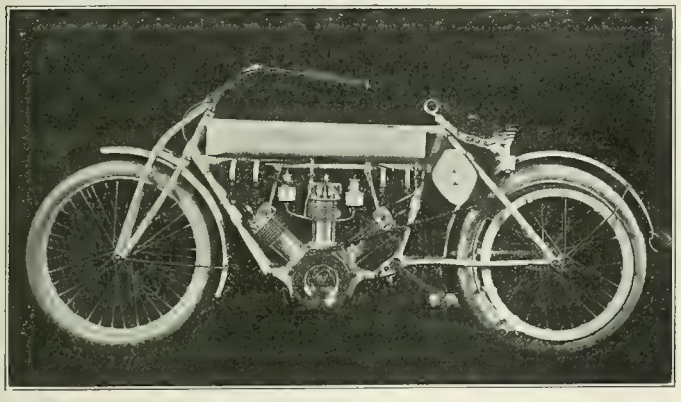
A Herz magneto mounted on a platform cast on the forward end of the motor base, is offered as an option, dry cells remaining the standard form of ignition.

The latter are carried in a double watertight compartment in the rear of the seat-mast tubes, one-half of which is reserved for tools.

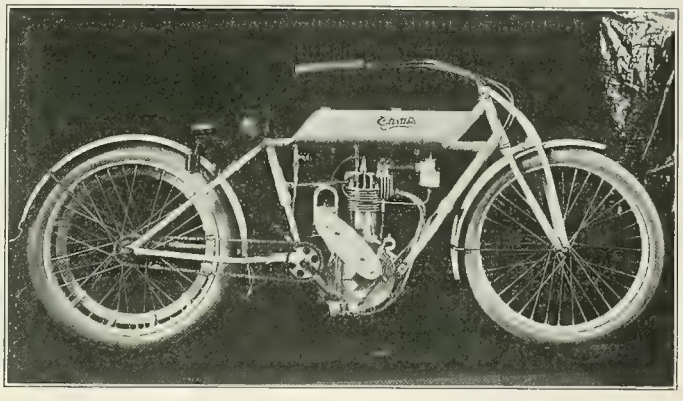
Transmission is by a double ply flat belt of 1⅝ inches width, with adjustable idler, the driving pulley being faced with leather to obviate slipping.

Other interesting details comprise the use of castle nuts and split pins at important points, the use of oilers on the fork rocker plates and the use of large filler caps, a detachable sediment trap and strainer on the gasolene tank and spring-tensioned pet cocks on the gasolene line, which latter insures a tight joint at a point where it is greatly to be desired but seldom attained. Compound forks of the vertical action compensating type are employed, the forksides being continued to form telescoping tubes in which act the springs, which are of generous length.

The bars are fastened by double stems preventing loosening under sudden strain and obviating the possibility of disastrous accidents. Grip control, of the conventional outside sleeve type, with adjustable rods, is employed.



CURTISS THREE CYLINDER MODEL



CURTISS SINGLE, WEHMAN MODEL

CHANGES WROUGHT BY CURTISS.

Curtiss Mfg. Co., G. H., Hammondsport, N. Y.—Five Curtiss motorcycles: Two singles, two twins and one triple.

There is one booth at which neither the double bar frame nor engines partly stripped of cooling flanges is pointed to as a new feature—the Curtiss booth. Both of those practices were adopted years ago by the Curtiss company, which is true also of V-belt transmission.

Not to mention the two former models that have been retained, the exhibit is notable as containing the only three cylinder machine in the show and also the one with the lowest frame, the latter the so-called Wehman model, which has a 17-inch frame and scales about 120 pounds. The latter incidentally is the only motor bicycle in the line employing a single bar frame, its proximity to the ground making it necessary to dispense with the extra tube. The frame is reinforced at the head with heavier main tube and a rigid truss fork is used. A new cushion device, however, is supplied as an option. Ignition is by Bosch magneto, with the battery system optional. The magneto is mounted on the engine and is driven by enclosed chain running in grease Gravity sight feed lubrication is employed. Valve ports and exhaust tube are larger, permitting a quicker escape of the spent gases. The transmission is by V belt. A cylindrical tank carried on the top bar accommodates six quarts of gasolene and 1½ quarts of oil. Some minor features are large filler caps, liberal braking surface and increased pedalling gear.

The three cylinder machine, rated at 10 horsepower, is an impressive model, in no way of freakish design. It has the regular frame but one of increased strength and two inch longer wheel base. The cylinders are set at 50 degrees and are fed by two carburetters, the maker claiming greater flexibility by this arrangement. Both throttles act in unison but each carburetter has independent air adjustment. The mainshaft is mounted on roller bearings, as is the crankshaft, which is an exclusive Curtiss feature. The connecting rods on the fore and aft cylinders are offset, and all shafts and bearings are proportionately increased to take care of the additional load. The inlet valves are automatic and all exhaust valves are actuated by separate cams. The firing order of the "triplet" is 2-1-3, number 1 being the center cylinder and number 2 the forward one, ignition being by 4 dry cells and a separate coil for each cylinder. A three point commutator is used. The ignition circuit is automatically broken by raising the valves to relieve compression.

In singles and twins shaft dimensions have been increased, also the bearings, and the valve ports have been increased in size, making for quicker escape of the spent gases. A hollow wristpin locked in the connecting rod has been adopted and the lower connecting rod carries roller bearings. The crankpin is provided with a hardened steel bushing to take up wear, the pin itself being soft to retain the necessary strength. The flywheels are secured to the shaft by taper fit and key. Oil grooves on the piston contribute to efficient lubrication of the engine. The frame has been strengthened at important points, rear stays enlarged and bevelled head fitting employed. All wearing parts are hardened and ground.

On the ignition system, option is given on magneto on all models except the three cylinder. A new commutator is used, embracing a self-contained switch plug socket and interrupter for breaking the circuit, where the compression is relieved. The control has been improved in minor details and a new type of V bar adopted.

The exhaust enters the muffler through an enlarged tube and after passing through an expansion chamber is emitted through a funnel-shaped nozzle at the rear. A new location of the muffler cutout permits the direct escape of the exhaust gases passing through the muffler.

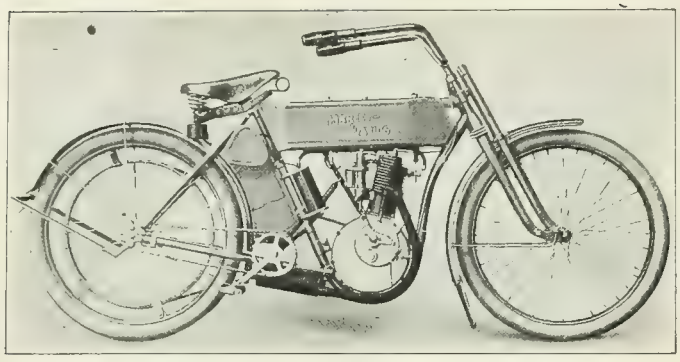
All frames are interchangeable and either type of engine may be fitted. The use of cap screws in uniting the base is a step making for neat appearance.

ABOUT THE HARLEY-DAVIDSON.

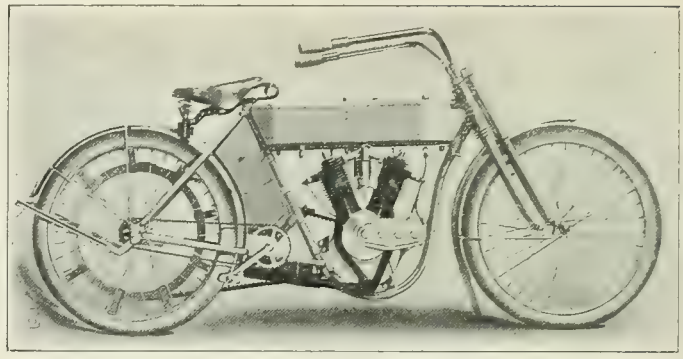
Harley-Davidson Motor Co., Milwaukee, Wis.—Three Harley-Davidson motorcycles: Two singles, and one twin.

Making its initial bow at a New York show, the Harley-Davidson received its meed of notice. Both the single and the twin models employ truss frames with the engine carried in a loop, the option of flat or V-belt transmission being offered. On the single cylinder model either battery or magneto ignition will be furnished, while the twin will employ magneto only. The frame has been strengthened by the addition of the lower truss member, and all fittings are drop forged; the head cluster is webbed to give added strength, and the head fittings have been increased in size. The cushion fork has received attention in the way of strengthened forksides and larger springs giving a wider radius. A change in the lower suspension permits the front wheel to be more readily removed.

In the motor the method of attaching to the frame, insures it against loosening and



HARLEY-DAVIDSON SINGLE CYLINDER



HARLEY-DAVIDSON TWIN CYLINDER

permits of a quick removal if necessary. The cylinder and head are in one piece and are finished by grinding. The valve mechanism has been improved, giving a more silent action and all parts have been hardened and ground, insuring minimum wear. Automatic valves are used with adjustable spring tension. The carburetter has received detail improvements making for greater efficiency, and the throttle opening being gradual prevents choking the engine on quick acceleration, which is a new and desirable feature.

With battery ignition three dry cells are carried in a water tight case inside the rear stays and the switch plug socket is contained on the coil. When a magneto is used it is mounted on an integral base on the forward part of the engine and driven by enclosed gears. Lubrication is by sight feed oiler, and passage through the case walls and shafts insure the oil reaching the bearings. The tanks of square type are carried in the top section of the frame and are entirely separate from each other, the oil tank being in the center and surrounded by the gasolene tank. Large filler caps are used, and a sediment trap prevents any foreign matter from reaching the carburetter.

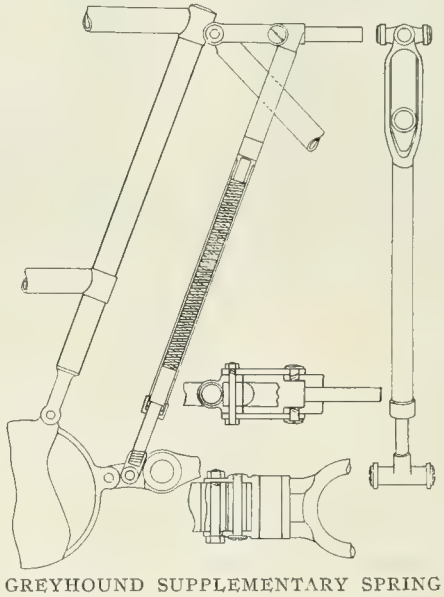
A new grip control eliminating numerous levers and joints and giving increased sensitiveness, with absence of lost motion, is adopted. The general principles of the former system, that of Bowden wire operation, is, however, retained.

Other interesting new details are 2¾-inch Empire tires—the only ones of that size in the show—are flush engine bolts, an improved idler, yoke fastenings for gasolene tank, knockout front axles and muffler cut-out in the exhaust pipe giving a direct exhaust.

GREYHOUND FRAME A FEATURE.

Auto-Bi Co., The, Buffalo, N. Y.—Two Greyhound motorcycles: Both singles.

Of the new features of the Auto-Bi which has been rechristened the Greyhound, the



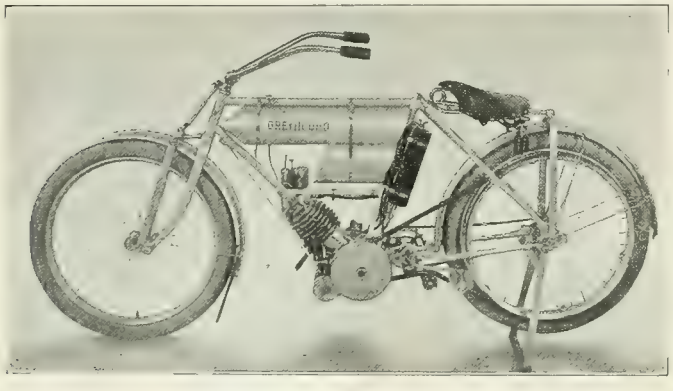
GREYHOUND SUPPLEMENTARY SPRING FRAME

chief one is the new shock absorber or supplementary rear frame, which is hinged to the main frame and constitutes a radical departure from previous practice. The idea is to suspend the weight of the rider on springs while allowing of a rigid frame construction. The supplementary frame consists of a telescopic tube, containing variable tension springs to absorb the shocks, and riding on a yoke at the lower end and carried on links fulcrumed to the seat post cluster at the top. It is entirely independent of the frame itself and may be removed and a rigid saddle support substituted in the usual position, if desired. The makers claim for this design a degree of comfort heretofore unattainable, and also that it does not change the position of the rear pulley, with consequent variation in belt tension.

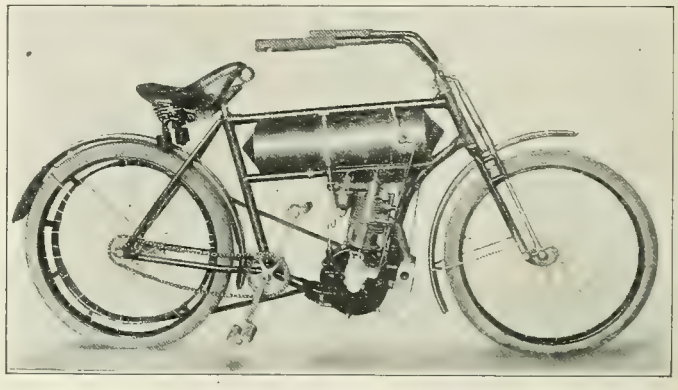
The rear fork ends have been increased in size, and the axle slots enlarged. The front fork of the twin pattern is of heavier construction, large springs are used and an increased radius of action secured. In the nature of engine refinements are a larger exhaust pipe and an improved valve lift with provision for adjustment, and a simplified and more easily accessible commutator. The engine itself is still of the outside fly wheel type with case divided diagonally. It is the only inclined motor which forms a part of the diagonal frame tube.

A new carburetter of the adjustable needle valve type of Auto-Bi design has been adopted. It is claimed to give a wide variation in speed. It attaches directly to the cylinder head, over the inlet valve, no pipe being used, and may be removed by loosening two nuts.

Gravity sight feed lubrication is used, taking its supply from a tank of increased size, which is strapped to the seat mast tube. The oil is carried direct to the crank case, but provision is made for feeding the cylinder walls direct, a supplementary pipe that so feeds being a new feature of the lubricating system.



GREYHOUND SINGLE CYLINDER



CROUCH SINGLE CYLINDER

Transmission is by chain belt, an Auto-Bi feature for several years, but it has been increased in size and strength, a chilled iron driving pulley giving added wearing qualities and a new ball bearing idler, which automatically maintains a proper tension on the belt, and is suspended from the hanger bracket, constitute refinements. Ignition is by three standard dry cells carried in a case strapped beneath the gasolene tank; the switch plug now is inserted in the top of the coil, eliminating a separate switch. A new control of the Bowden wire system is used, the right grip regulating the spark and compression relief, and the throttle being regulated by lever on the carburetter. New handle bars of a V type, and a stand forming part of the regular equipment and permitting removal of the rear wheel without interference, are other new features.

THE CHANGES IN THE CROUCH.

Crouch Motor Co., Stoneham, Mass.—Two Crouch motorcycles: Both singles.

The Crouch is another model which has been partially redesigned, the adoption of a double trussed frame, with round torpedo combination tank and a new spring fork serving to considerably alter its appearance. All frame fittings are drop forgings.

In the 3 horsepower motor, which in general make-up is the same as heretofore, the bearings have been enlarged, the compression increased and the cylinder and head of one piece construction are fastened by swinging tie rods. The wristpin is retained by the lower piston ring preventing it from scoring the cylinder walls and all rings are doweled to prevent turning.

Lubrication is effected by force pump integral with the tank. Ignition is by three dry cells and coil carried in a separate compartment in the tank. A grip switch on the left provides for interrupting the ignition, and a knife switch on the top bar also is provided for the same purpose. The throttle is operated by Bowden wire from the right grip; spark control is by lever mounted on the tank.

A 1½-inch mineral tanned flat belt transmits the power to the rear wheel and is fitted with a new operated-from-the-seat adjustable idler for varying the belt tension. The muffler is of the box design and is fitted with a cutout. Minor refinements are wider guards and blind nuts on engine, making for neater appearance.

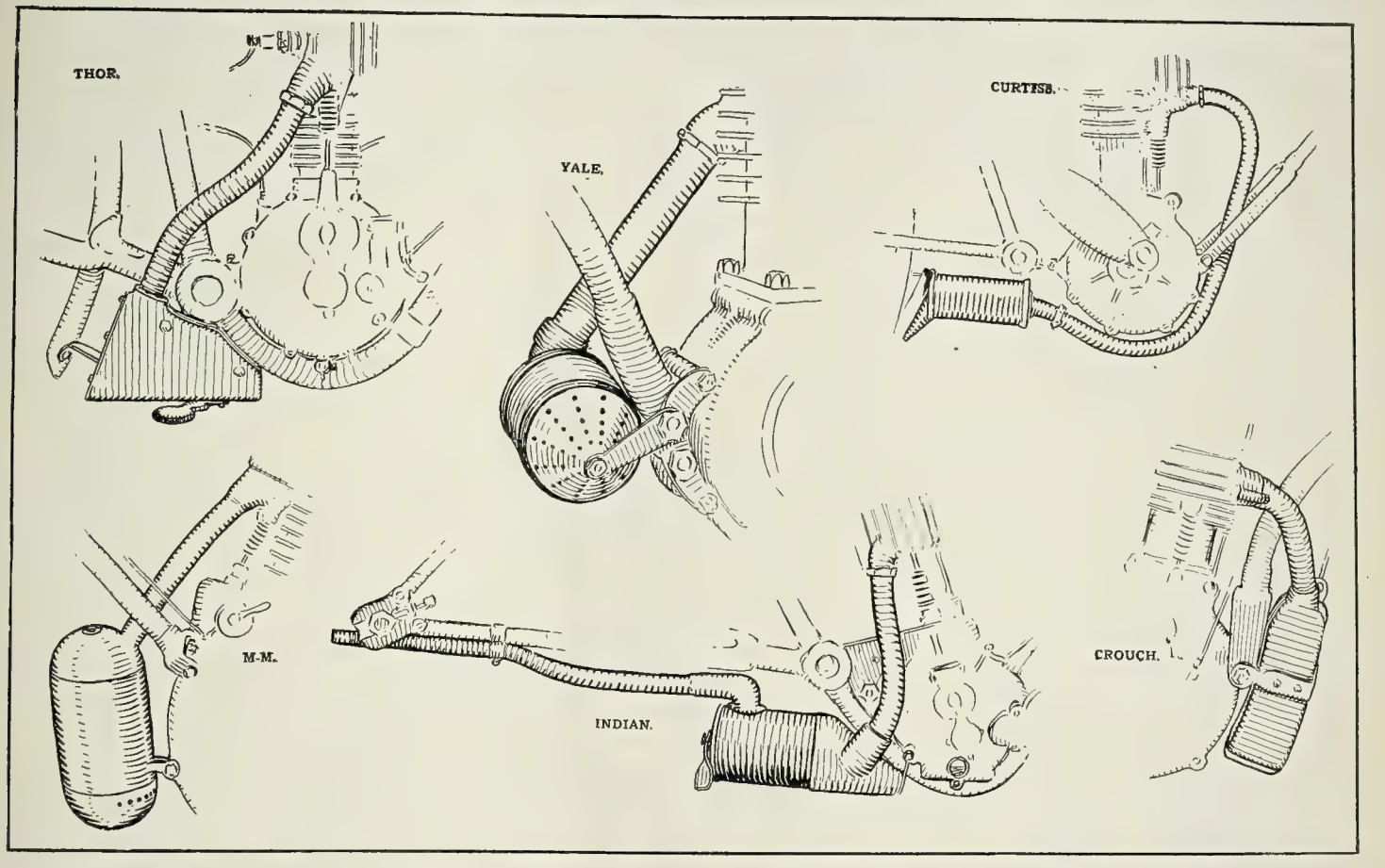
BETTERMENTS IN THE R-S LINE.

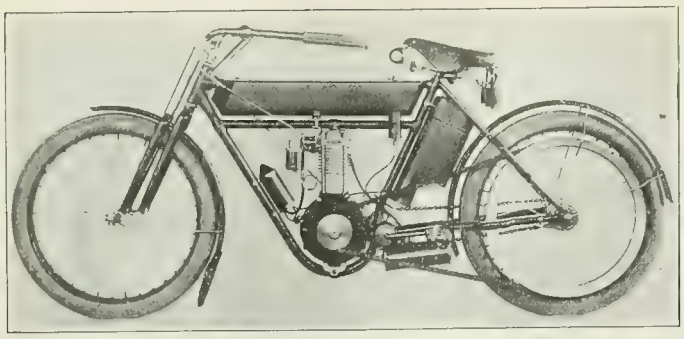
Reading Standard Co., Reading, Pa.—Eight R-S motorcycles: Four singles, two twins, one twin tri-car, and one single delivery tricycle.

With an array of double bar loop frame models—one of them fitted with a V belt—supplementing the familiar R-S diamond frame types, the Reading Standard Co.'s exhibit was one of the number that took on new interest because of the fact. The new 20-inch frame brought with it a new compartment tank and also carried the battery box to a new position in the rear of the seat mast, and with the adoption of 26-inch wheels as the standard for the line—28-inch are now offered only as an option—the "near to the ground" appearance is accentuated.

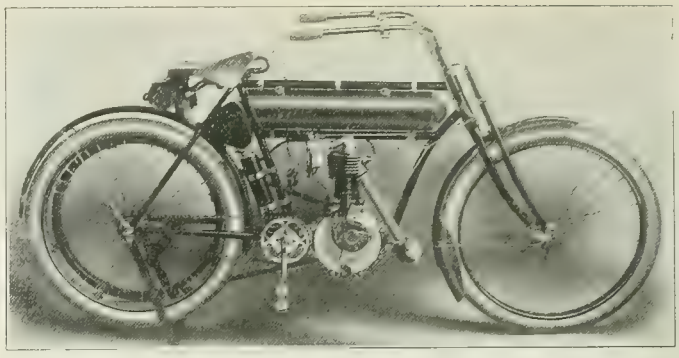
Practically speaking, the R-S engine has undergone no great change but it looks considerably altered, due to the stripping of the flanges from the lower half of the cylinder and to the casting of the head flanges horizontally instead of vertically as heretofore. The use of mechanical inlet valves has been continued, of course, but their operating mechanism has undergone improvement and differs on the several types. On two models, the inlets are over the exhausts in a dome and are actuated by depressing a tension rod. On the twins, the valves are as formerly placed on opposite sides of the cylinders to promote cooling. The valve lifting mechanism is provided with rollers running on cams; the lift rods are case hardened at the lower ends and are adjustable for wear. The piston has three rings instead of two and the wristpin is fastened with two taper expanding screws retained by brass hexagon washers. All cams are fitted on to tapers on cam shafts and are held in place by key and nut instead of by pins as hitherto. Changes also have been made in the oiling device, the

COMPARATIVE STUDY OF MUFFLER DESIGNS AND POSITIONS





R-S BELT TRANSMISSION



YALE SINGLE CYLINDER

base relief valve and in the base itself which it is believed will thoroughly eliminate oil leakage.

On the twins equipped with battery ignition a single coil of small size is employed. the current being transmitted to both spark plugs through a distributor. A three cell battery is the standard form of ignition but provision is made for a two cell battery and a special coil and option of Bosch magneto is afforded.

On the chain driven models, the countershaft carrying the compensating sprocket has been placed in the rear of the motor, thus securing a straight line drive. Independent chain adjustment is obtained by the employment of two eccentrics as was done previously.

The R-S carburetter has been redesigned and now has but a single float chamber and is of the central draft type.

A new spring fork also has been adopted. It is of the compound compensating pattern, with springs of variable tension for light and heavy shocks.

A tri-car fitted not with an upholstered forecarriage but with a red rattan chair and termed a "chair car" is a vivid feature of the R-S display. The steering rod is equipped with buffer springs. An R-S "van" or carrier tricycle is the only American three-wheeler in evidence which incorporates much novelty. It is equipped with a twin motor and a planetary two-speed gear operated from the seat by a lever and a band brake operated by a foot pedal. The engine is started with a hand crank on the rear axle. The box, which opens at the front, is mounted on semi-elliptic springs.

HOW THE YALE HAS BEEN REBUILT

Consolidated Mfg. Co., Toledo, Ohio—Two Yale motorcycles; both singles.

Having been entirely redesigned, the Yale of 1909 bears small resemblance to its predecessors. The single cylinder motor now is of the enclosed fly wheel type and is carried in forged brackets attached to the hanger cluster and lower diagonal tube. The frame of the double truss pattern is reinforced at joints and all clusters and hanger brackets are drop forgings. The cylinder and head are cast integral with large valve ports and stripped of flanges for half its length. A removable plug is inserted in the head to permit priming and facilitate timing. Large exhaust tube and a muffler with expansion chamber and discharge through conical ends eliminating the noise with minimum back pressure.

The gear case cover and commutator case are die cast. The commutator spring carries a roller riding on the igniter stud to eliminate wear. A window in the case permits the quantity of oil to be determined at a glance. All shafts are hardened and ground and of nickel steel. The drop forged connecting rod is slotted at either end to insure the oil reaching the bearing in the proper quantity. Packard bronze is used in all bearings. A flat topped piston carrying three stepped rings is used. All surplus oil that comes through the drive side is picked up by the pulley and returned to a trough cast on the side of the case, and thence through an internal tube finds its way to the ground. The base compression is discharged through a passage cast in the side of the motor base, thus making for a clean and oil tight motor. The half time gear shaft and exhaust cam are made integral and all valve mechanism is drop forged to insure long wearing properties. An automatic inlet valve is used. Valve port flanges are cast horizontally to conform to cylinder flanges and to increase the cooling efficiency.

Transmission is by 1⅝-inch flat belt and the rear pulley of wood is crowned in center to insure the belt remaining on the pulley. No idler is employed, belt adjustment being secured by adjusting screws at the rear wheel.

Lubrication is by force pump contained in double compartment tank. Battery and coil ignition are employed, the switch plug being carried in a socket embodied in the coil. The rear stays are broken at the offset for belt pulley to allow the belt being easily removed without detaching ends. Lock washers are used at important points. Cushion forks are of the double truss pattern strongly reinforced. Control is by double grip; the outer sleeve casings carry eccentric discs at the inner end through which motion is transmitted through adjustable rods and yokes. All levers and yokes in the control are drop forged.

Other features are knockout front axle; bifurcated piston for lubrication; ground cylinders; cylinder and piston and ring metal die cast; roller on trembler spring to reduce wear, and stop pins to limit travel of commutator.

RELATING TO RELIANCES.

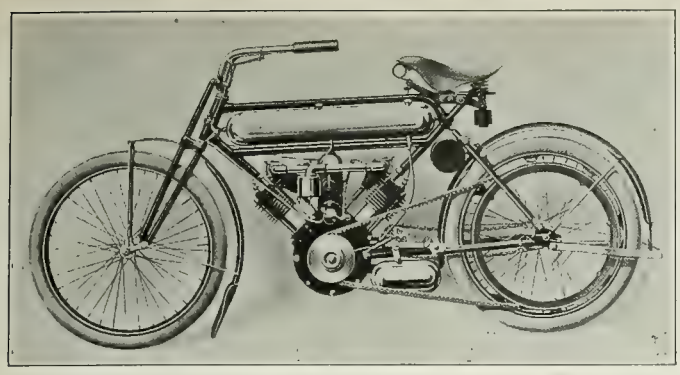
Reliance Motorcycle Co., Owego, N. Y.—Five Reliance motorcycles: Three singles and two twins.

The Reliance exhibit is characterized by the first display of twins bearing that name. They are entirely new models, although with slight modification they embody the double bar frame and torpedo tank employed in the Reliances of previous years. There also is a new 3½ horsepower single which like the 5 horsepower twin has mechanical valves in sidepockets and which are operated by two cams actuating bell cranks. All shafts are hardened and ground. The float feed carburetter is of new design and on the twins is carried between the cylinders, the gas being fed through a V manifold having easy curves. No nuts are used to secure the exhaust pipes of which there is one for each cylinder; the pipes are removable by loosening one bolt on the muffler. The engines have windows in their bases. Lubricating is by force pump. The 7 horsepower twin has automatic valves but the new comers all employ battery ignition, double grip control and V belts. In addition to the new trio, the lightweight 100-pound Junior and the 3 horsepower single of last year also are staged. Both have been refined in several minor details, a V belt being among the new features of the 3 horsepower model.

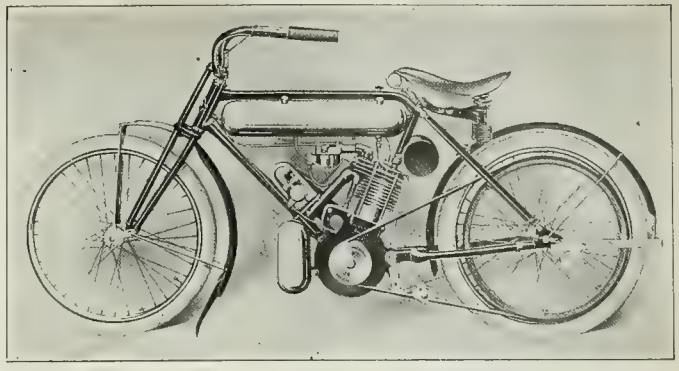
MANY INNOVATIONS IN THE M-M.

American Motor Co., Brockton, Mass.—Nine M-M- motorcycles: five singles, three twins and one single side car.

Although the impression was permitted to gain ground that the changes incorporated in the M-M line were of a minor nature, the new models revealed innovations which assumed major interest. The double truss frame has been adopted for the twins. The flat leaf spring supporting the front fork has received an additional leaf, while a leather buffer has been inserted to prevent crystalization." In the motor, the fly wheels and shafts are forged integral. The fly wheels are machined, and all shafts hardened and ground. A new dome-shaped piston has been adopted, also a hollow wrist pin, which is retained by the lower piston ring. All cams are made integral



M-M TWIN CYLINDER



M-M SINGLE CYLINDER

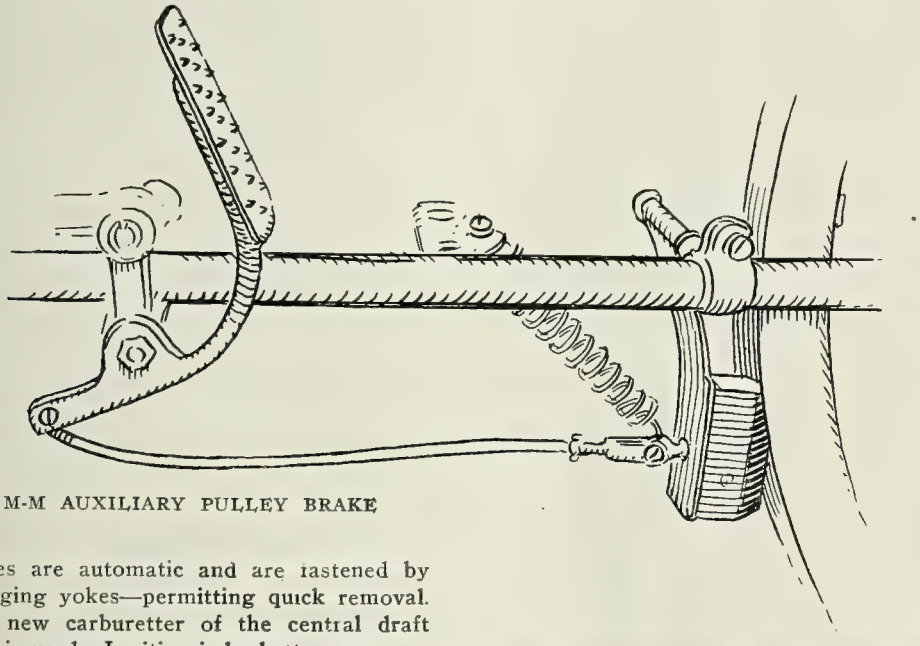
with the shafts. The valves and exhaust tubes have been enlarged, while a new muffler, with expansion chamber, is featured. The use of blind nuts on the engine is an addition in the line of neatness, in which connection it should be mentioned that all valves are automatic and are fastened by swinging yokes—permitting quick removal.

A new carburetter of the central draft type is used. Ignition is by battery or magneto, the former including a box coil. On the twin model, the magneto is mounted between cylinders, and timing is accomplished by eccentric gearing, which affords the wide range necessary when the cylinders are set 90 degrees apart.

Force pump lubrication has been installed with separate feeds carrying the oil direct to the main bearings, and through channels in the fly wheels to the crank pin.

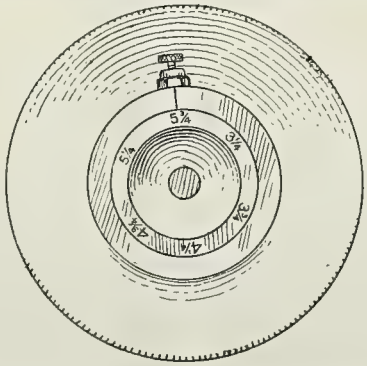
On the twin models an auxiliary rim brake acting in the rear pulley groove and operated by foot pedal is noteworthy, as is the turnbuckle adjustment of the crank hanger, which permits chain slack to be taken up readily and effectively. It almost goes without saying that transmission of power by belt is adhered to—flat belts being used on the single cylinder models and V-belts on the twins. An indexed adjustable pulley permits both belt adjustment and change of gear ratio.

This adjustable pulley having a movable outer flange screwed on the sleeve upon which it travels, has holes in its circumference at various parts, and into which a spring plunger drops, locking the outer flange. It is indexed by numbers giving the gear ratio at various positions of the pulley on the sleeve, which are stamped on the outer flange—a useful and desirable little wrinkle.



M-M AUXILIARY PULLEY BRAKE

The tank construction is seamless brass, suspended centers and containing separate compartments for oil and gasolene. As a neat bit of detail it may be observed that the tank caps are held by short lengths of chain, which prevent them from going astray.



M-M INDEXED ADJUSTABLE PULLEY

Tires 26 by 2½ inches are used, and the rear mud guard is detachable to admit of quick tire replacement. A stand attached to the rear stays and arranged to swing up and be retained by a catch on the mud guard when not in use, permits the wheel to be removed while the machine is on the stand—as in last year's models. By way of completing the chain of minor refinements which, on the whole, total to fairly significant proportions, it should be noted that a new style of tool box—circular in shape and of metallic construction—has been installed inside the rear stays.

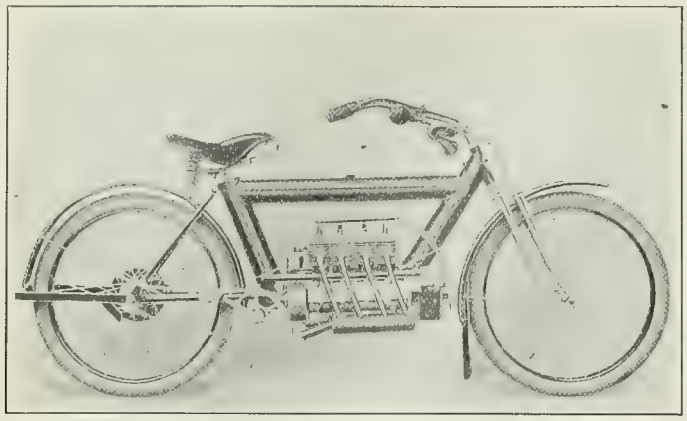
PIERCE WITH FOUR CYLINDERS

Pierce Cycle Co., Buffalo, N. Y.—Three Pierce motorcycles; all fours.

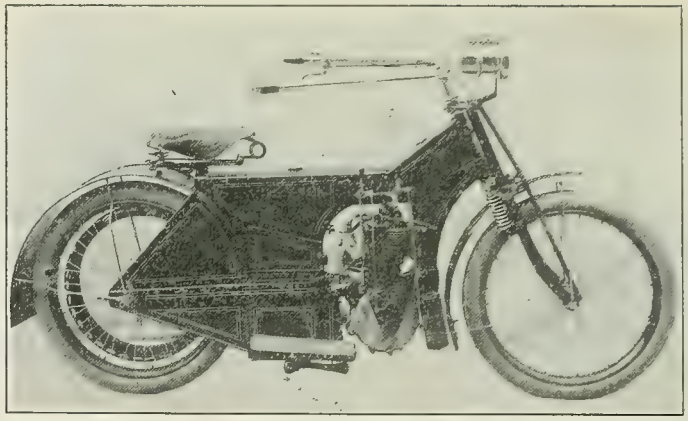
Whether because of its four cylinders, its large tubing, the full nickel finish of the model which was kept in the foreground or because of the reputation of Pierce products in the bicycle and the automobile industries, it is a fact no machine in the show attracted the crowd and held it longer than the four-cylinder Pierce, which, so to speak, was making its first public appearance.

The item of double bar frame construction does not enter into Pierce affairs. The strikingly large tubing—3½-inch—employed is so large and so heavy that it is "sufficient unto itself;" and it serves a double purpose, containing as it does the fuel and the oil supply. These tubes are copper plated on the inside to prevent rust. The spring forks used are of the well known Pierce Hygienic principle, acting in conjunction with links at the lower fork ends in which provision for oiling is made.

The engine which is of the four-cycle air cooled type has mechanically operated valves disposed on either side and operated by two camshafts. The cylinders are cast separately with integral heads, the spark plugs being located in the centers thereof. The crankshaft is a single drop forging hardened and ground, the workmanship being of a high order. In the bronze connecting rods the ends are utilized for crank and wristpin bearings. Compression is relieved by sliding the crankshaft, in which the profile of the cam is tapered. The lower end of the connecting rod is split to allow takeup for wear. The cam shaft is in one piece, the cams being forged integral with



PIERCE FOUR CYLINDER



MIDGET BICAR

the shaft. Cylinders, pistons and rings are ground to size, and all gears are drop forged. The valves are of the two-piece variety, the heads being brazed to the stems.

The transmission is by shaft and bevel gears to the rear wheels, a multiple disc clutch with means for adjustment being inserted in the flywheel. This permits of a smooth and even application of power to the rear wheel. Transmission runs on ball bearings and clutch may be removed by loosening two bolts, so that the machine may be pedaled with free engine.

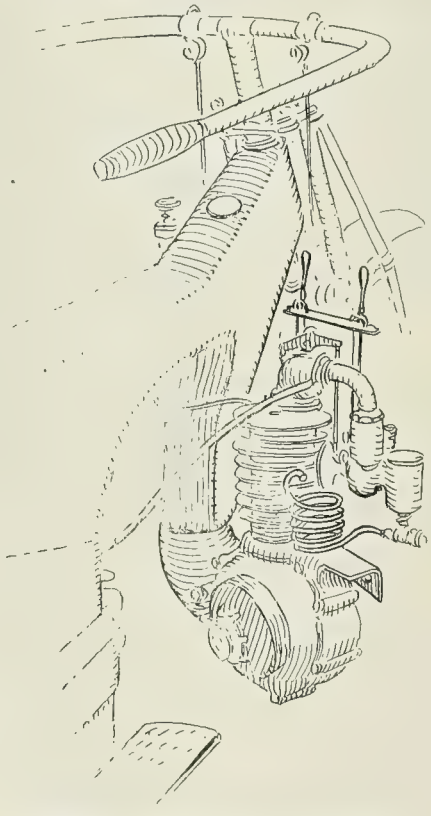
Control is effected by Bowden wire operated from the grips, the right controlling the spark, the left the throttle. Ignition is by Bosch magneto, driven by the half time shaft, and is automatically cut out when the compresser is relieved.

A mechanical gear driven pump located on the forward end of the crank case and actuated by the half-time shaft automatically lubricates the engine, relieving the operator from all concern in that direction.

Handle bars are of the V type; 28-inch wheels shod with 2½-inch clincher tires are used. The wheel base is 60 inches.

The cylinder exhausts through separate tubes to the muffler, which is of simple construction, and from which the exhaust is emitted through a tail pipe at the rear.

An emergency band brake with large friction surface is attached to the rear wheel, in addition to the usual coaster brake. Lesser features are knockout front and rear axles; engine support detachable, permitting quick removal; eccentric adjustment for pedal chain and hinged rear mudguard being claimed by its maker in this connection. Though of British origin, the bulk of the machine is constructed at the Lynbrook, L. I. factory of the American representatives, the important exceptions to this rule being in the case of the spring forks and motors.



MIDGET MOTOR SWINGING DEVICE

DISTINCTIVENESS OF THE MIDGET.

Walton Motor Co., Lynbrook N. Y.—Three Midget Bicars: Two singles and one twin.

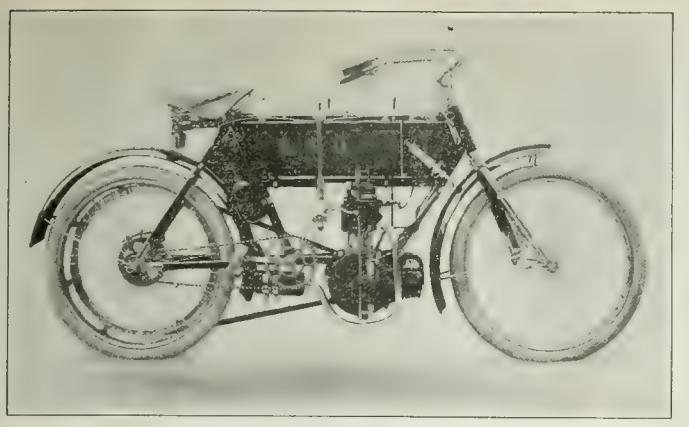
Speaking of the design of the machine as a whole, no greater departure from standard practice is to be seen anywhere at the show than at the stand of the Walton Motor Co., where are displayed three examples of the Midget Bi-Car, which in addition to the peculiarity of its name possesses a number of unique features. Most striking of these is the use of a pressed steel frame—a reduction in weight and an increase in strength over the ordinary tubular frame

The frame, which presents the effect of an ordinary structure—minus the lower diagonal tube—completely housed with sheet steel, follows the general lines of common practice, the stiffness of the steel panels being chiefly relied on for strength, while rigid reinforcements are provided at all joints and angles. The rear forks, for example, are strengthened by what is in effect a box girder which runs as far forward as the engine, while the head type is secured to the forward portion of the frame, by means of a pair of heavy steel straps brought around to the sides and riveted and brazed in place. Back of the engine, the framework is brought very low, thus providing ample storage room for the batteries and coil, while a second compartment above, and just over the girder which forms the basis of the rear fork, is useful as a tool receptacle.

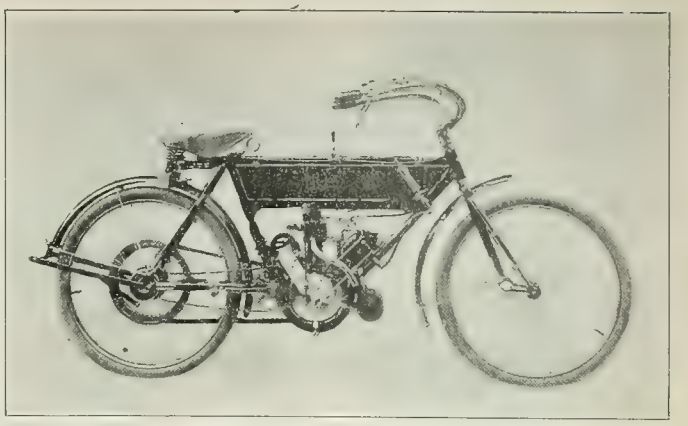
On the smaller single cylinder, which is driven by a Fafnir engine, the crank case is supported at two points, the forward one constituting a hinge joint, while that in the rear is in the form of a narrow lug which slips into a slot in the main frame. Releasing the single bolt which holds this lug in place, and disconnecting the oil and fuel leads and the belt, permits the entire motor to be swung around at right angles to its normal position, where it is completely accessible for purposes of repair.

The spring forks which are of the double pattern, are attached to the head by two pairs of suspension links, connecting with the upper and lower ends of the head, respectively, and having an unusually wide bearing to avoid any possibility of side sway or racking. By having the links slightly out of parallel, that is to say, with half an inch difference between the lengths of the bolts on the head and fork which support them, they tend to prevent any undue side sway in the fork. Support for the fork is obtained by means of a pair of heavy buffer springs which are carried between a couple of lugs on the back side of the forks and the lower end of the head.

Transmission is by means of a V-belt which runs inside the frame cheek on the left side, and on the engine is carried on a Brown adjustable pulley. This is the simple arrangement of an outer flange mounted loosely on the shaft and in which are eight slots of varying depths cut in its boss. By pushing the flange inward and turning it part way around a pin mounted on the sleeve may be made to engage either of the slots, thus regulating the width of the belt groove and affording quickly and without the use of tools eight changes of engine gear. Control of the motor is accomplished on this model by means of a pair of levers mounted on the cylinder, the throttle regulation being brought about by shifting the inlet cam about its shaft and so altering the timing of the valve which is me-



N. S. U. DE LUXE, SHOWING NEW SPRING FORK



N. S. U. LIGHTWEIGHT TWIN

chanically operated. Further control is made possible without removing the hands from the bars by an exhaust lifter with Bowden wire connections, which is worked from the left grip by a finger lever, while near it also is mounted a cutout switch.

The twin Bi-Car differs from the single in having a Peugeot motor with Brown and Barlow carburetter and gas and air adjustments regulated from the left grip by means of small levers; and a second single cylinder machine, with larger motor than that of the first, which is equipped with two-speed planetary transmission and both battery and magneto ignition. Common to all models are the option of magneto ignition and the absence of pedals, flat foot boards taking their place and mounting on their under sides short bars which may be dropped to the ground to form a stand. The foot boards are mounted on small helical springs to relieve shock, and in the case of the twin type, are dignified by a pedal operated foot brake which acts upon the rear hub.

NEW MODELS IN N. S. U. LINE.

N. S. U. Motor Co., New York City—Eight N. S. U. motorcycles; four singles, two twins, one twin tricar and one twin side car.

Among an almost bewildering array of models, old and new, what is in many respects the most enticing element of the N. S. U. display is the new twin cylinder lightweight which is known on the stand as the Roadster model. Its general characteristics are thoroughly in accordance with the general practice of its famous German makers. Aside from an air of snug and conservative construction and power, perhaps the most noticeable feature of this mount is the use of a very small rear pulley. This is made possible by the employment of the special reducing gear installed between crankshaft and driving pulley.

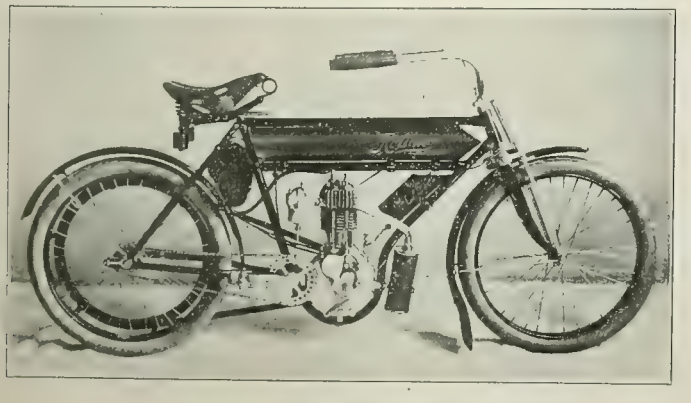
Another conspicuous feature is the new style spring fork, which is of unusual form. It is readily distinguishable from the girder forks carried by some of the other models, as the front or suspension members are carried back to the crown in a straight line, the shock absorbing mechanism being of the plunger type. The double bar frame, which does not differ materially from those employed on the other models, is low—the distance of the saddle from the ground being only 30 inches—while the wheel base is 52 inches.

Internal expanding and rim brakes are fitted; the actuation being from the handle bars by means of finger levers. Transmission is by ¾-inch V-belt, with geared pulley, the belt tension being regulatable from the saddle. Extra wide mudguards of the hinged pattern are fitted, while a tubular stand and carrier is a regular part of the equipment.

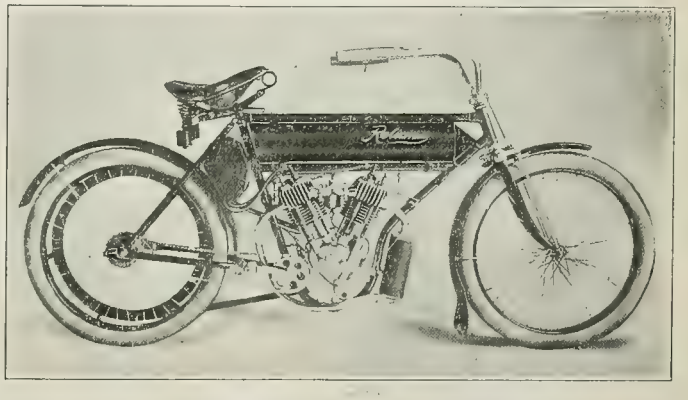
Of the other models on view, one other is a new comer—the 4 horsepower single, which is the model de luxe of the exhibit. The combination of a large intake valve, and the new type of carburetter which has been installed affords it a degree of flexibility claimed to be remarkable in a single cylinder motor—so great in fact, that despite the rated output of 4 horsepower, it is said that half as much again can be developed at high speed. Large fly wheels conduce to smoothness of operation, while the handle bar control of the carburetter enables a fine graduation of the mixture to be obtained when the machine is on the road. Ignition is by 1909 Eisemann low tension magneto with step-up coil, this constituting only one of the "de luxe" elements of the equipment. Others, regularly included are: Spring forks (of the new type), swinging stand, luggage carrier, foot rests, foot brake, dust cover to fly wheel and over the magneto, removable rear mudguard and front guard protecting the rider thoroughly by the aid of a wide depending flap, and internal expansion brake on the rear wheel operated by Bowden wire from the handle bar.

Of the other models shown, particular attention is called to the F. A. M. Endurance models in which are perpetuated some of the features of the three machines which earned gold medals in the F. A. M. contest of last year. Their characteristics are: low frames, compact mounting of the power plants, low-hung saddles placed well over the back wheels, girder forks, liberal mudguards and a combination of strength and simplicity in general design which is supposed to be mildly indicated by the name which has been chosen for them.

In the tricar and fore car models, a new form of two speed gear hub is incorporated, the very massive creation of which is calculated to impress the observer. By means



RELIANCE SINGLE CYLINDER

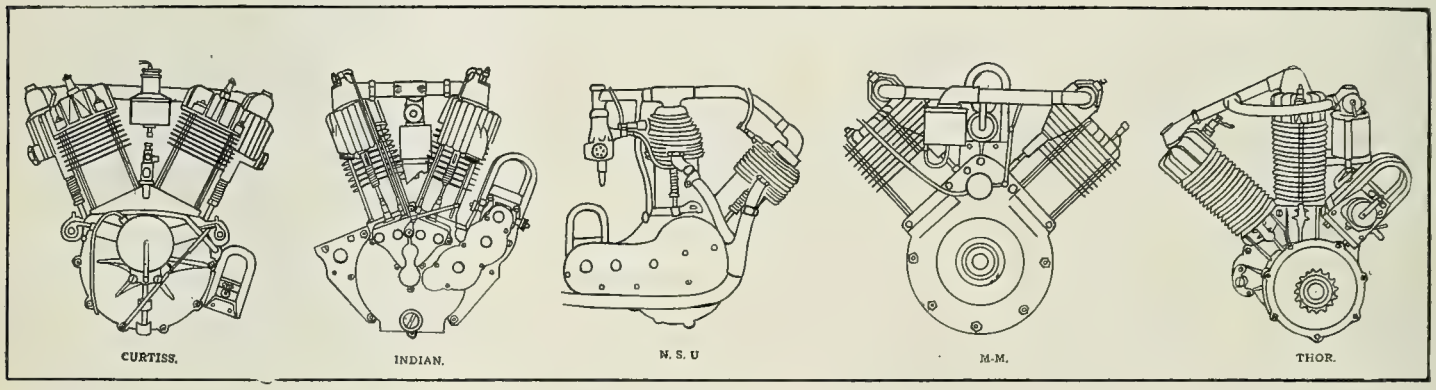


RELIANCE TWIN CYLINNDER

of a lever mounted on the frame, the speed ratio may be altered, while the neutral point between the high and low ratios affords the much-desired free engine. Fan cooling for the engines on the twin models, is another feature which is readily noted even by the comparatively uniformed visitor as something out of the ordinary, the fan, which is enclosed by a wire screen, being driven from the fly wheel. In the older form of two speed gear applied to the engine the screws and rollers which gave trouble in the past have been replaced by a substantial bolt which passes through two extensions of the inner clutch disc and which is secured at both ends by a split pin.

Common to all the models is the use of mechanically actuated inlet valves, magneto ignition, and handle bar control by means of small finger levers.

STUDIES IN TWIN ENGINES AND CARBURETTER AND MAGNETO POSITIONING



NEW ERA A RADICAL DEPARTURE.

New Era Gas Engine Co., Dayton, Ohio—One New Era motorcycle; single cylinder.

It goes almost without saying that the New Era commanded a full share of notice; it is so unlike anything else in the show that it could not well fail to do so. No motorcycle so thoroughly shows the effects and possibilities of what may be termed "automobile influence." It is pedalless, has a free engine and two-speed gear, a wide form seat and is controlled as to speed by means of pedals. The frame, which is of bicycle construction in respect to its tubular formation, differs from the ordinary motor bicycle frame in having what may be termed a two-panel formation. The forward panel follows the lines of the ordinary drop frame safety bicycle, while just back of what otherwise would be the seat post mast is a second panel which encloses and supports the engine and which further has two vertical tubes in the rear instead of one, the structure thus being much wider in the region of the ordinary hanger than is commonly the case. The lower frame tube is carried under the motor in the form of a loop and the construction of the rear forks is not unusual.

Depending from the bottom tube a short distance in front of the motor is a very short length of tube which has a horizontal cross member attached to it forming a support for the foot board. Upon the front side of this three pedals of the automobile type are mounted, two on the left and one on the right side of the frame. The outer left hand pedal actuates the band upon the transmission which brings the planetary low speed gears into action. The second pedal on the same side engages the high speed clutch, giving a driving ratio of 3½ to 1, as against 14 to 1 on the low. In order to release the high speed clutch the pedal on the right side of the frame must be pressed—this also applying the band band brake on the left side of the rear hub and carried inside the large driving sprocket.

The motor, which is of the single, vertical pattern, is rated at 3½ horsepower and measures 3⅛ by 3½ inches bore and stroke. It has valves placed opposite one another the upper and inlet member being automatic. As the gearing arrangements permit of a free engine, a starting crank is necessary, this being permanently attached to the right end of the crank shaft. The muffler, which is of liberal dimensions also is carried on the right side and on a level with the lower rear forks, a cutout being operated from a fourth pedal of the rear of the foot board.

The form seat is suspended on three helical springs and just in front of the gasolene tank, the latter being cylindrical with rounded ends and mounted across the machine. The oil tank is placed in the right side of the frame and just back of the vertical support for the seat. It is of cylindrical shape and hung vertically. The feed to the crank case is regulated by means of a sight feed glass. The coil and batteries are carried in the forward panel of the dropped section of the frame as also is the tool kit. A permanently attached swinging stand is caught up on the end of the rear mudguard when not in use after the familiar fashion employed on several machines. Sixty inch wheel base and 180 pounds weight are features pointed out by the makers as of considerable significance.

MACHINE WITH PEUGEOT MOTORS.

National Sales Corporation, New York City—One Peugeot and one Allright motor cycle: Both twins.

Made in Germany and imported by the Prospect Motor Co., an Allright twin model employing a 5 horsepower Peugeot engine was staged in the National Sales Corporation's exhibit, principally to exploit the motor which that company handles in America. The truss frame is open at the bottom and has a two point motor suspension.

A Bosch magneto, supported on a cradle in front of the engine, and enclosed in a leather boot, is driven by enclosed gears, the idler gears being of rawhide. A pump contained in the tank and operated by hand furnishes oil to the engine. Drive is by a 1⅛ inch rawhide V belt. Separate mufflers for each cylinder are used Handle bars are of the V pattern with lever control; the right hand lever cuts out the magneto and applies the brake, and the left relieves the compression. Engine control is by hand levers operated from the top bar. The brake is of the internal band type acting on the rear wheel.

In the same exhibit and for the same purpose is shown a Simplex motorcycle mounting a Peugeot twin engine. The machine is of conventional truss frame loop pattern, but a new fork with four flat leaf springs and shock absorbers on the lower links, adjustable to check the recoil, constitutes an innovation. The engine, suspended at three points, remains the same as last year, with the exception of the stroke, which has been lengthened. The carburetter is carried between the cylinder. A Bosch magneto furnishes the ignition and is carried on a cradle in front of the engine and is enclosed by a leather boot. It is driven by a cardan shaft and bevel gears enclosed in a dust proof casing. Force pump lubrication is used. A 1-inch rawhide V belt transmits power to the rear wheel, and a Simplex adjustable pulley permits of taking up slack in the belt. A torpedo tank accommodating two gallons, is carried in the frame. Large filler caps are used and a filter in the feed line, insures against a choked carburetter. Control is by revolving sleeves on the handle bars actuating rods with ball joints.

An internal expansion brake protected from mud and dirt and with 20 square inches of braking surface, is operated by foot pedal on the crankhanger.

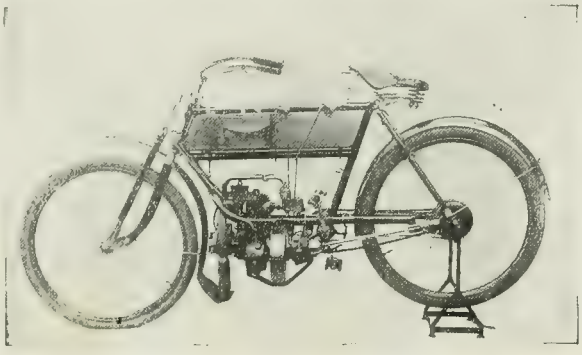
The Peugeot motors themselves incorporate only minor refinements. They have been so long on the market and so well

standardized that small room for improvement remains.

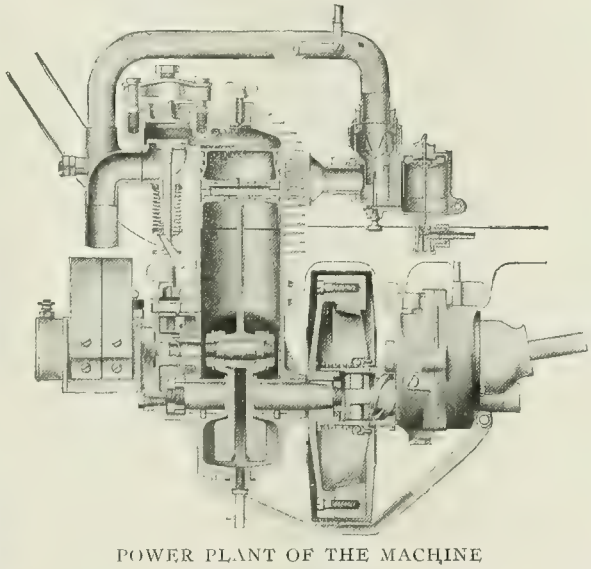
NEW FEATURES OF TWO F. N.'S.

Ovington Motor Co., New York City—Two F. N. motorcycles: one four and one single.

With a set of miniature automobile sliding gears, comprising four pinions with teeth apparently of about the right size to fit into a good sized steeple clock and a "compound lever" to work them, the new F. N. shaft driven, single cylinder model is presented at the show for the first time. Although the two-speed gear and shaft drive constitute its most radical characteristics, it is in other respects somewhat striking, as in the method of suspending the engine, the arrangement of the valves and in the arrangement of the transmission shaft, which follows in principle the system employed on the larger, four-cylinder model. In general it is a trim and compact little mount, and despite the addition of the change gears and driving shaft, weighs but 10 pounds more than its less powerful predecessor of a year ago, or to quote Importer Ovington: "Exactly 120 pounds, actual weight," who further states that the machine on display has been used for 14 months and is considered by M. Kelecom, the F. N.'s chief designer, to be his master piece.



F. N. SINGLE CYLINDER SLIDING GEAR



POWER PLANT OF THE MACHINE

The arrangement of the change speed gear is unique. The clutch, which is of the leather faced cone type, is held in engagement with the fly wheel by a coiled spring, but is released when a rocker arm is raised by the lever on top of the tank, through the action of a long-pitch screw or worm on the collar attached to the cone. Such is the design of this arrangement that when the clutch is engaged in driving the machine, its tendency constantly is to become more firmly seated in the fly wheel and thus to prevent any possibility of slipping. The clutch drives through a universal joint a short length of shafting which carries upon it a group of two very small pinions which fit over keys on the shaft and so are compelled to turn with it though they may be slid back and forth along it under the influence of the control lever. When this gear member is drawn toward the back end of its case, the low speed relation is obtained, affording a driving ratio of 10 to 1, while in the forward position the high speed, with a ratio of 6 to 1, is obtained. The difference in speed is obtained as a consequence of the difference in diameter between the two gears on the driving shaft with which they mesh.

In operating the gears a compound lever is used, that is to say, a pair of short rocking levers so contrived that before one can be moved the other must be drawn toward it by merely closing the hand. The second lever, which also releases the two from engagement with a notched segment on top of the tank, actuates the clutch, so that invariably, before the gears can be shifted, the clutch must be released. The second lever actuates the gears, and may be set in either of three positions—one for low and one for high speeds, while the third and central position affords the free engine relation.

The motor is mounted vertically in a cradle very similar to that employed in the four cylinder model—that is to say between two side members formed by dividing the bottom tube. The two mechanical valves, which are identical in position and actuation are placed in front on either side of the center. The caps which cover them are secured by a single yoke which may be released by backing off a single nut. Just in front of the valve gear the Bosch magneto is mounted. It is a special model built for this particular machine and differing from those in general use in that it has a "fixed spark" or in other words, that the rider is relieved of the responsibility of altering the advance to suit running conditions. The motor has an outside fly wheel, which, however, is partly housed by a sheet metal guard, and the carburetter, which is mounted just over the gear case, is arranged to induct hot air directly through the cooling flanges on the cylinder, while a rotating sleeve on the air intake permits the temperature of the mixture to be regulated by admitting cold air as required.

The second of the two illustrations on this page shows the arrangement of the power plant in general, and the compact relationship of the auxiliaries in particular. The view is taken fore and aft of the machine and shows in outline the frame cradle, which is small above the centre line of the crank shaft. A brace running from the crank case around under the fly wheel to the rear of the change speed gear serves to add to the rigidity of the relationship between the motor and transmission, despite which a universal joint is provided between the clutch and change gear, while the driving shaft is connected through two universals, one at either end. These, besides taking care of the angularity of the drive, take up any change in alignment due to the springing of the frame. The close position of the magneto and carburetter to the cylinder besides effecting an economy of space adds to their efficiency by making it easier to prevent them from "working" when the machine is subjected to heavy strains.

Several improvements have been brought about in the construction of the "Big Four" as it is called, since it last was shown. An approximation to the American ideal of the grip control has been secured by the adoption of a couple of small finger levers, both of which are mounted on the right hand end of the handle bar, by which the spark and throttle adjustments may be made. The two brakes are retained, but the construction of one of them has been altered—the old rim brake now being supplanted by a band brake which acts upon the outside of the drum inside of which the expanding brake is located. To cater to those who have no particular use for pedals, an option is given on either pedal or foot rest equipment, and in the latter case brake pedals are installed. Also as an option, the sliding gear arrangement which is featured on the light single cylinder machine may be adapted to the four. Another alteration over last year's model is in the construction of the valve lifter, which is so continued that it may be actuated with less effort than before. The size of the engine is the same as that employed last year, but by virtue of a reduction of weight in the pistons and sundry minor alterations in the carburetter, it is said that the speed of the new model may be expected to exceed that of the old. Despite a good deal of experimenting with the motor, including, it is said, the construction of three separate engines of larger capacity, it has been decided that neither the engine nor general construction of the present motor can be improved upon. In consequence, the automatic intake construction has been retained and the cylinder dimensions remain unchanged.

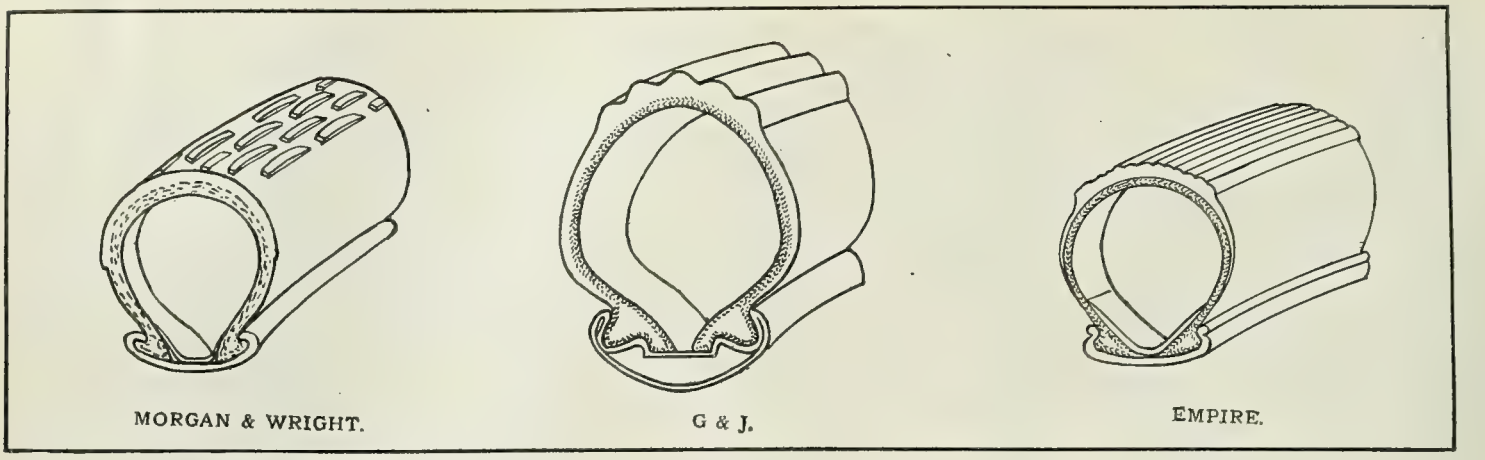
"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

GENERAL SPECIFICATIONS OF THE MOTORCYCLES ON EXHIBITION

Machine.	Character of Vehicle.	Price.	Cylinders.	H.P.	Bore.	Stroke.	Piston Displacement cu. in.	Transmission.	Wheel Base Inches.
N. S. U.	Bicycle	275	2	3	2⅛	3	22.00	V-Belt	52
N. S. U.	Bicycle	240	1	3	2 15-16	2 15-16	20.211	V-Belt	51
N. S. U.	Bicycle	200	1	1½	2 17-32	2¾	13.737	Round belt	49
N. S. U.	Tri-car	550	2	6	2 15-16	3 17-32	48.508	V-Belt	60
N. S. U.	Bicycle	240	1	3½	3 5-32	3 5-32	24.526	V-Belt	54
N. S. U.	Bicycle	300	1	4	3 7-32	4⅛	33.50	V-Belt	46
N. S. U.	Bicycle	330	2	6	2 15-16	3 17-32	48.508	V-Belt	52
N. S. U.	Side car	450	2	6	2 15-16	3 17-32	48.508	V-Belt	57
Pierce	Bicycle	350	4	6-7	2 3-16	2¼	34.50	Bevel gear shaft	60
Pierce	Bicycle	350	4	6-7	2 3-16	2¼	34.50	Bevel gear shaft	60
Pierce	Bicycle	350	4	6-7	2 3-16	2¼	34.50	Bevel gear shaft	60
Excelsior	Bicycle	225	1	3½	3¼	3½	29.00	1⅝ in. flat belt	56
Excelsior	Bicycle	225	1	3½	3¼	3½	29.00	1⅝ in. flat belt	56
Excelsior	Bicycle	250	1	3½	3¼	3½	29.00	1⅝ in. flat belt	56
Excelsior	Bicycle	250	1	3½	3¼	3½	29.00	1⅝ in. flat belt	56
M-M	Bicycle	250	2	6	3¼	3 43-64	60.50	1¾ in flat belt	56
M-M	Bicycle	285	2	6	3¼	3 43-64	60.50	V-Belt	56
M-M	Bicycle	250	2	6	3¼	3 43-64	60.50	1¾ in flat belt	56
M-M	Bicycle	225	1	3½	3¼	3 43-64	30.25	1¾ in. flat belt	53
M-M	Bicycle	200	1	3½	3¼	3 43-64	30.25	1¾ in. flat belt	53
M-M	Bicycle	200	1	3½	3¼	3 43-64	30.25	V-Belt	53
M-M	Bicycle	200	1	3½	3¼	3 43-64	30.25	V-Belt	53
M-M	Bicycle	175	1	3½	3¼	3 43-64	30.25	1¾ in flat belt	53
M-M	Side car	260	1	3½	3¼	3 43-64	30.25	1¾ in flat belt	53
Indian	Bicycle	175	1	2¾	2¾	3¼	19.30	Chain	51
Indian	Bicycle	200	1	2¾	2¾	3¼	19.30	Chain	53
Indian	Bicycle	250	1	3½	3¼	3¼	30.16	Chain	53
Indian	Bicycle	250	1	3½	3¼	3¼	30.16	V-Belt	53
Indian	Bicycle	275	2	5	2¾	3¼	38.61	Chain	53
Indian	Bicycle	275	2	5	2¾	3¼	38.61	V-Belt	53
Indian	Bicycle	325	2	7	3¼	3 7-16	60.32	Chain	48
Indian	Bicycle	275	2	5	2¾	3¼	38.61	Chain	53
Indian	Bicycle	275	2	5	2¾	3¼	38.61	Chain	53
F. N.	Bicycle	275	1	2¾	...	...	15.255	Shaft	..
F. N.	Bicycle	350	4	5	1 3-32	2¼	27.311	Shaft	56
Light	Bicycle	175	1	2¼	2⅝	3¼	17.589	Chain	54
Light	Bicycle	225	1	3½	3¼	3¼	26.961	Chain gear	54
Light	Bicycle	175	1	2¼	2⅝	3¼	17.589	Chain	54
Merkel	Bicycle	210	1	3½	3¼	3¼	26.961	V-Belt	53
Merkel	Bicycle	250	1	3½	3¼	3¼	26.961	V-Belt	53
Merkel	Bicycle	300	2	7	3¼	3¼	53.922	V-Belt	53
Royal-Pioneer	Bicycle	265	1	4-4½	3½	3 17-100	30.499	V-Belt	56
Harley Davidson	Bicycle	250	1	4	3 5-16	3½	30.17	V-Belt	54
Harley Davidson	Bicycle	210	1	4	3 5-16	3½	30.17	Flat belt	54
Harley Davidson	Bicycle	325	2	7	3⅛	3½	55.00	V-Belt	58
Thor	Bicycle	150	1	2¼	2⅝	3¼	17.589	Chain	52½
Thor	Bicycle	200	1	3	2¾	3¼	19.304	Chain and gear	53¼
Thor	Bicycle	225	1	3	2¾	3¼	19.304	Chain and gear	53¼
Thor	Bicycle	250	1	3¼	2¾	3¼	19.304	Chain and gear	53¼
Thor	Bicycle	275	2	6	2¾	3¼	38.608	V-Belt	53¼
Thor	Bicycle	300	2	6	2¾	3¼	38.608	Chain and gear	53¼
Midget Bicar	Bicycle	275	1	3½	3 5-32	3 5-32	24.526	V-Belt	56
Midget Bicar	Bicycle	350	1	3½	3 5-32	3 5-32	24.526	V-Belt (2 speed)	58
Midget Bicar	Bicycle	310	2	5	3	3⅛	44.00	V-Belt	58
Curtiss	Bicycle	200	1	3	3¼	3¼	27.00	V-Belt	58
Curtiss	Bicycle	250	1	3½	3¼	3⅝	30.50	V-Belt	58
Curtiss	Bicycle	275	2	6	3¼	3¼	54.00	V-Belt	58
Curtiss	Bicycle	300	2	7	3¼	3⅝	61.00	V-Belt	58
Curtiss	Bicycle	350	3	10	3¼	3¼	81.00	V-Belt	60
Reliance	Bicycle	135	1	2	2 9-16	2⅞	14.827	V-Belt	50
Reliance	Bicycle	175	1	3	3	3	21.206	V-Belt	54
Reliance	Bicycle	200	1	3½	3⅛	3⅜	26.00	V-Belt	56
Reliance	Bicycle	225	2	5	2 9-16	2⅞	39.654	V-Belt	56
Reliance	Bicycle	250	2	7	3⅛	3⅜	52.00	V-Belt	56
Crouch	Bicycle	175	1	3	3 1-16	3	22.00	1½ in. flat belt	53
Crouch	Bicycle	200	1	3	3 3-32	3	22.50	1½ in. flat belt	54
New Era	Bicycle	300	1	3½	3¼	3½	29.00	Planetary gear (2 spds.)	60
Greyhound	Bicycle	210	1	3	3¼	3¼	26.961	Chain belt	57
Greyhound	Bicycle	210	1	3	3¼	3¼	26.961	Chain belt	57
Simplex-Peugeot	Bicycle	325	2	5-7	3	3⅛	44.00	V-Belt	56
Allright	Bicycle	350	2	5-7	3	3⅛	44.00	V-Belt	60
R-S	Bicycle	210	1	3½	2 15-16	3¼	22.026	Chain	56
R-S	Bicycle	235	1	3½	2 15-16	3¼	22.026	V-Belt	56
R-S	Bicycle	210	1	3½	2 15-16	3¼	22.026	Chain	51½
R-S	Bicycle	260	1	4	3 7-16	3¼	30.162	V-Belt	56
R-S	Bicycle	300	2	6	2 15-16	3¼	44.252	Chain	56
R-S	Bicycle	325	2	7½	3 7-16	3¼	60.324	Chain	56
R-S	Side car	375	2	6	2 15-16	3¼	44.252	Chain	56
R-S	Delivery car	435	1	4	3 7-16	3¼	30.162	Chain	54
Yale	Bicycle	$200	1	3½	3 5-32	3 11-16	29.00	1¾ in. flat belt	53½
Yale	Bicycle	200	1	3½	3 5-32	3 11-16	29.00	1¾ in. flat belt	53½

AT THE MADISON SQUARE GARDEN SHOW, NEW YORK

Wheels. Inches.	Frame Height. Inches.	Weight.	Ignition.	No. Cells.	Capacity. Gas Gal.	Capacity. Oil. Pints.	Tires. Size.	Brake.	Valves
26	19	160	Magneto	Bosch	1½	2	2	Expanding	Mechanical
26	20	135	Magneto	Eisemann	2	5	2¼	Band and rim	Mechanical
26	23	80	Magneto	Bosch	1	3	1¾	Band and rim	Automatic
26	20	300	Magneto	Bosch	2	5	2½	Expand. band, 2 spd.	Automatic
26	20	160	Magneto	Eisemann	2	5	2¼	Band and rim	Mechanical
26	18	140	Magneto	Eisemann	1½	5	2	.....	Mechanical
26	20	170	Magneto	Bosch	2	5	2½	Band and rim	Automatic
26	20	275	Magneto	Bosch	2½	5	2½	Band and rim, 2 spd.	Automatic
28	19	180	Magneto	Bosch	1¾	5	2½	New Dept. & band	Mechanical
28	19	180	Magneto	Bosch	1¾	5	2½	New Dept. & band	Mechanical
28	19	180	Magneto	Bosch	1¾	5	2½	New Dept. & band	Mechanical
28	20	170	Battery	Three	2	3	2½	Band	Automatic
26	20	170	Battery	Three	2	3	2½	Band	Automatic
26	20	170	Magneto	Herz	2	3	2½	Band	Automatic
28	20	170	Magneto	Herz	2	3	2½	Band	Automatic
26	19	175	Battery	Four	2	2	2¼	Thor and pulley	Automatic
26	19	175	Magneto	Bosch	2	2	2¼	Thor and pulley	Automatic
26	19	175	Battery	Four	2	2	2¼	Thor and pulley	Automatic
26	19	155	Magneto	Bosch	1¼	1	2¼	New Departure	Automatic
26	19	155	Battery	Three	1¼	1	2¼	New Departure	Automatic
26	19	155	Magneto	Bosch	1¼	1	2¼	New Departure	Automatic
26	19	155	Magneto	Bosch	1¼	1	2¼	New Departure	Automatic
28	22	140	Battery	Three	1¼	1	2¼	New Departure	Automatic
26	19	180	Battery	Three	1¼	1	2¼	New Departure	Automatic
28	22	125	Battery	Three	1¼	4	2¼	Corbin	Mechanical
28	19	140	Battery	Three	2	4	2½	Corbin and band	Mechanical
28	19	140	Magneto	Bosch	2	4	2½	Corbin and band	Mechanical
28	19	140	Magneto	Bosch	2	4	2½	Corbin and band	Mechanical
28	19	155	Magneto	Bosch	2	4	2½	Corbin and band	Mechanical
28	19	155	Magneto	Bosch	2	4	2½	Corbin and band	Mechanical
28	19	135	Battery	Three	1¼	2	2¼	Corbin	Automatic
28	19	155	Magneto	Bosch	2	4	2½	Corbin and band	Mechanical
28	19	155	Magneto	Bosch	2	4	2½	Corbin and band	Mechanical
26	19	120	Magneto	Bosch	1½	2	2	Drum and rim	Mechanical
26	20	185	Magneto	Bosch	1½	4	2½	Drum and band	Automatic
26	20	145	Battery	Three	1¼	2	2¼	Thor	Automatic
28	22	150	Battery	Three	1¼	2	2½	Thor	Automatic
26	20	145	Battery	Three	1¼	2	2¼	Thor	Automatic
28	20	140	Battery	Three	1½	3	2¼	Eclipse	Automatic
28	20	145	Magneto	Herz	2	3	2¼	Band (free wheel)	Automatic
28	20	160	Magneto	Herz	2	3	2½	Band (free wheel)	Automatic
26	21-23	165	Magneto	Bosch	2	4	2½	Eclipse	Mechanical
26	19	150	Magneto	Herz	2	4	2½	Eclipse	Automatic
28	19	150	Battery	Three	2½	5	2½	Thor	Automatic
28	19	170	Magneto	Herz	3	6	2¾	Thor	Automatic
28	22	120	Battery	Three	1⅛	1¾	2¼	Thor	Automatic
28	22	140	Battery	Three	1½	3	2¼	Thor	Automatic
28	22	140	Magneto	Bosch	2	4	2¼	Thor	Automatic
28	19	140	Magneto	Bosch	2	4	2¼	Thor	Automatic
28	19	160	Battery	Three	2	4	2½	Thor	Automatic
28	19	160	Magneto	Bosch	2	4	2½	Thor	Automatic
26	17	135	Battery	Three	2½	2	2¼	Belt rim	Mechanical
26	17	180	Battery	Three	2½	2	2¼	Belt rim	Mechanical
26	17	170	Battery	Three	2½	2	2¼	Belt rim	Automatic
26	22	125	Battery	Three	2	5	2½	Eclipse	Automatic
26	17	120	Magneto	Bosch	1½	3	2½	Eclipse	Automatic
28	20	150	Battery	Three	2	4	2½	Eclipse	Automatic
26	20	120	Battery	Three	1½	3	2½	Eclipse	Automatic
26	20	175	Battery	Four	2½	6	2½	Eclipse	Automatic
26	21	90	Battery	Three	1½	2	1¾	Eclipse	Automatic
28	20	115	Battery	Three	1½	2	2¼	Eclipse	Automatic
26	19	135	Battery	Three	2	2	2½	Eclipse	Mechanical
26	19	135	Battery	Three	2	2	2½	Eclipse	Automatic
26	19	155	Battery	Three	2	2	2½	Corbin	Mechanical
28	21	140	Battery	Three	1¾	2	2	New Departure	Automatic
28	21	145	Battery	Three	1¾	2	2¼	New Departure	Automatic
28	22	180	Battery	Three	1¾	1½	2½	Expanding band	Automatic
28	21	140	Battery	Three	1½	3	2½	Corbin duplex	Automatic
28	21	140	Battery	Three	1½	3	2½	Corbin duplex	Automatic
26	18	165	Magneto	Bosch	2	4	2½	Internal expanding	Automatic
26	19	170	Magneto	Bosch	1¾	3	2½	External contracting	Automatic
26	20	150	Battery	Two	1¾	2	2½	Eclipse	Mechanical
26	20	150	Magneto	Bosch	1¾	2	2½	Corbin	Mechanical
28	21	150	Magneto	Bosch	1¼	2	2¼	Eclipse	Mechanical
26	20	160	Battery	Two	1¾	2	2½	Thor	Mechanical
26	20	170	Magneto	Bosch	1¾	2	2½	New Departure	Mechanical
26	20	180	Battery	Three	1¾	2	2½	Thor	Mechanical
26	20	...	Battery	Three	1¾	2	2½	Thor	Mechanical
26	20	...	Magneto	Bosch	1½	2	2½	Band, 2 speed	Mechanical
28	20	160	Battery	Three	1½	5	2½	Morrow	Automatic
28	20	160	Battery	Three	1½	5	2½	Morrow	Automatic



MORGAN & WRIGHT. G & J. EMPIRE.

The Tires and Other Accessories at the New York Show

A general survey of the various types and makes of motorcycle tires exhibited at Madison Square Garden shows that while no radical changes are apparent in the construction of footwear for the motorcycle sufficient departures are manifest in the product of 1909 to denote general improvement as well as individual broadening in this particular line. Although the tendency during the last twelve months seems to have been for improvement in the character of materials employed and the construction of moulded tires by several makers, among whom are the G & J, the Empire and the Morgan & Wright companies, the main characteristic of the 1909 product is the universal adoption of distinctive non-skid treads. While the Bailey tread type of tire is an old story its virtues have been deemed sufficient for adoption by the Empire Automobile Tire Co., who, by the way, have brought out the first 2¾ inch moulded tire, which is shown with smooth raised tread.

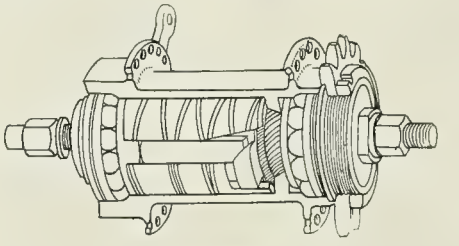
The basket weave type of non-skid tread is distinctly a 1909 product, although it appeared last Fall, and this type has been added to the G & J, Empire, Morgan & Wright and Pennsylvania lines. Three new corrugated flat tread tires make their appearance, in the respective booths of the G & J Tire Co., the Pennsylvania Rubber Co., and the National Sales Corporation, the last named showing the Pirelli tire, an Italian importation. The Pirelli line also embraces a non-skid leather tire. As in the case of the Pennsylvania non-skid tire, the rubber is protected by a covering of chrome leather in which are imbedded three rows of steel studs, claimed to furnish an effective "biting" traction. New designs of corrugated tread are manifest in Empire and G & J tires.

The use of a closely woven automobile fabric has been adopted by several makers and another point of refinement noted in tire casing is the increased thickness of the cross walls and tread to meet the requirements of heavy work. One of these heavier casings is shown by Morgan & Wright, who also have brought out a single clinch rim, in addition to their double clinch pattern.

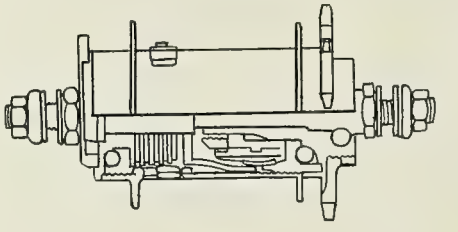
That aggravating and tedious operation of taking off the rear wheel to change an inner tube has been rendered unnecessary by the appearance of butt-end and socket joint types of tubes. Although both the Morgan & Wright and Empire tubes of this type are termed butt-end tubes they are as unlike as can be. The Morgan & Wright butt-end tube consists of an extended canvas strip to one end of the tube. This canvas strip is provided with a hole, which allows it to be hooked over the valve stem, thereby preventing creeping or displacement whether inflated or deflated. The Empire butt-end tube is of the ball and socket principle, similar to the G & J socket joint tube, though differing slightly from it in the shape of the joint. The G & J socket joint tube consists of a spherical end which is inserted in the specially constructed socket at the other end, thereby forming an endless tube when the ends are interlocked. New tubes of red rubber are shown by the Empire and Pennsylvania companies.

Although it does not feature motorcycle tires the Hartford Rubber Works Co.'s "Rough Rider" extension rubber grips are too well and favorably known to need introduction. While the regular model of straight end grip will be retained a new grip takes its place beside the other. The newcomer will differ from the other only in that a knob has been added at the end, to prevent any liability of the hands slipping off. A grip of the same sort is shown by the G & J Tire Co., who also have brought out a round pedal rubber to fit standard pedals.

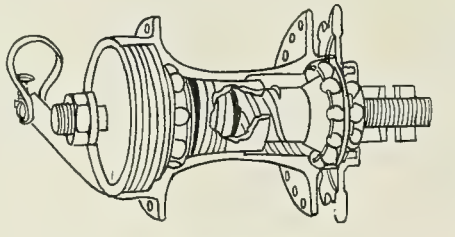
THE COASTER BRAKES EXHIBITED



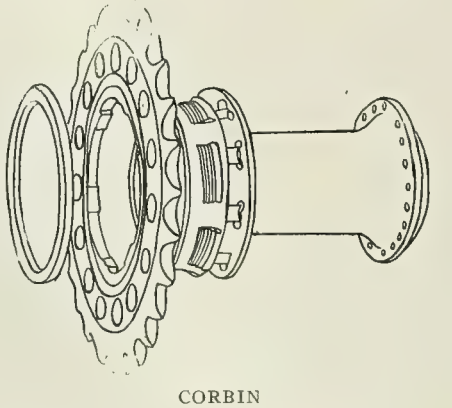
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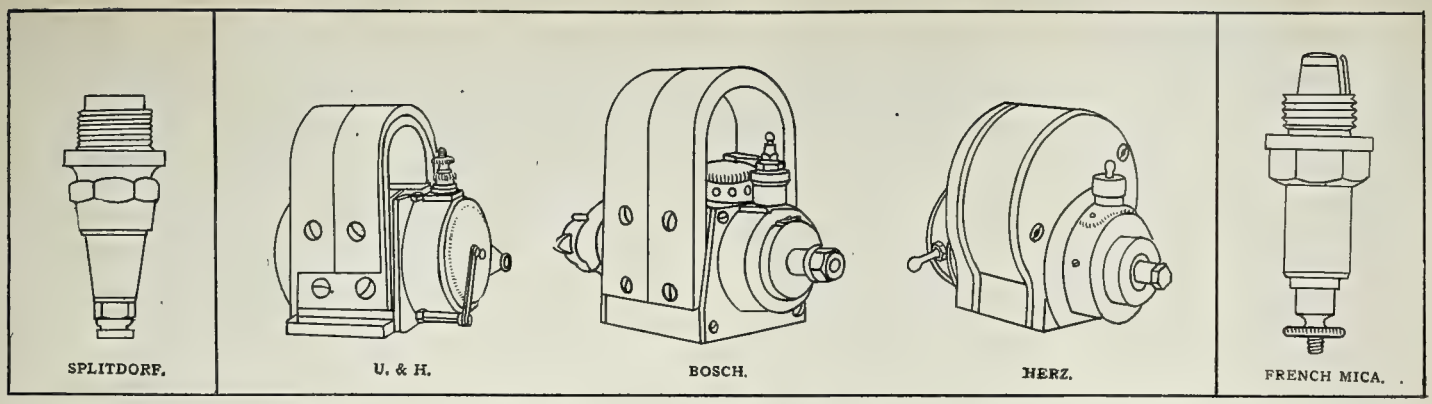


NEW DEPARTURE



CORBIN

Corbin, Eclipse, New Departure and Thor coaster brakes are exhibited, the Eclipse Mfg. Co. occupying a booth in the motorcycle section where their brake is effectively displayed and demonstrated. It is the only one of the four which departs materially from their makers' former models. And at that the Eclipse is but a much enlarged and heavier and stronger reproduc-

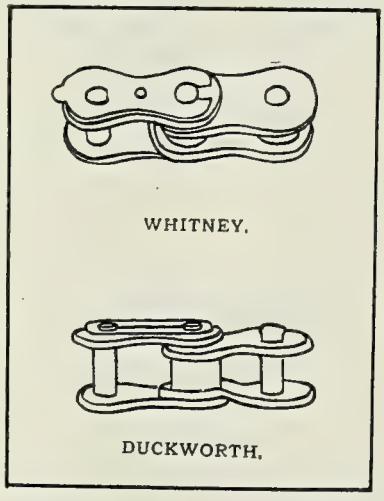


THE THREE MOTORCYCLE MAGNETOS AND TWO OF THE SPARK PLUGS

tion of their bicycle coaster brake already well known and extensively exploited. Like the latter it is of the expanding sleeve type and the expanding is done by a lever instead of a wedge. It is characterized by large braking surface, few parts and an entire absence of springs, and, unlike the bicycle brake, it is provided with a side arm.

Although Persons, Troxel and Brooks saddles are in numerous evidence on the motorcycles themselves, which is true also of the Mesinger productions, the makers of the latter, the H. & F. Mesinger Mfg. Co., alone have a special exhibit devoted to their saddles. Thirteen of them are shown, embracing five sizes of cavalry type and four of Mesinger standard, all of them fitted with the ingenious and useful little shock absorber designed by the company. They all are made of oak tanned leather reinforced by flexible cowhide, and with the exception of one white finish, they are in two shades of brown. In addition to his non-skid and outside tire repair band, Mesinger also is showing a new inside tire repair band of red rubber and a leather tool bag, strengthened by metal ends. The bag is designed to fit the top tube of the frame, but differing from the usual method, is fastened from the inside by means of wing nuts.

Duckworth, Whitney, Diamond, Brampton and Peugeot roller chains—the last two imported respectively by Charles E. Miller and the National Sales Corporation—all are in evidence, the new repair link of the Whitney company being the newest feature in the chain line. The retaining side clips is made with a projecting tab at one end which makes for ready removal without



WHITNEY AND DUCKWORTH LINKS

the use of tools, swear words or broken finger nails.

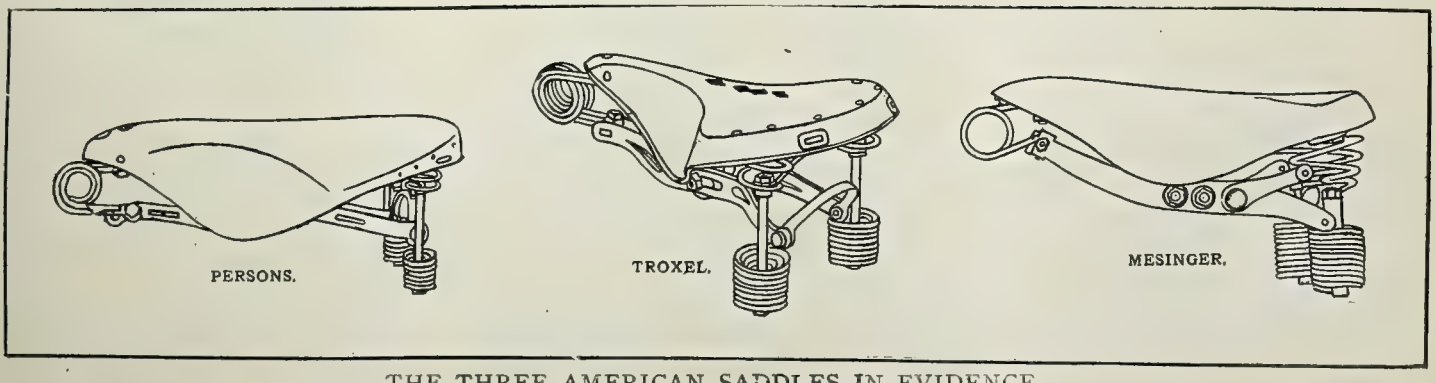
So far as ignition is concerned, the trend is unmistakably toward the magneto and



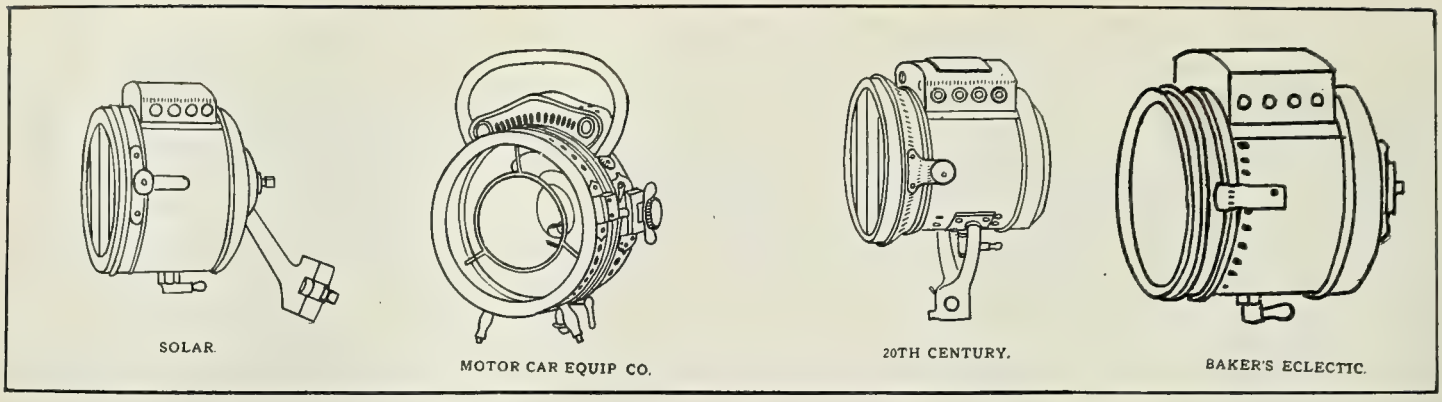
CONNECTICUT TWO-CELL COIL

perforce the Bosch, Herz and the Bretz exhibits—the latter containing the U. & H. magneto—hold more interest for motorcyclists than ever before. Those instruments are pretty well standardized and incorporate no changes of moment; the Herz, which for the first time just is being used on motorcycles, attracts particular notice, because of its distinctive round shape, small size and closed ends. In respect to battery ignition the most notable development is the Connecticut Telephone & Electric Co.'s new torpedo coil which makes practicable a two cell battery instead of the customary three-cell collection. The R. E. Hardy Co. show a new mica Starite plug with removable core which is much smaller than their previous patterns. Splitdorf and Pittsfield coils and plugs, of course, are in evidence and imported plugs are shown by Charles E. Miller, the Motor Car Equipment Co., and the N. S. U. Motor Co., the latter having a three-tooth sparking point and a platinum wire wound bridge.

Four new lamps made their appearance, all of them of the headlight pattern. The new Solar with separate generator, of course, is one of them, and perhaps the most notable; another is the Eclectic, which is being specialized by F. A. Baker & Co. The other three came from abroad; one is a gas headlight imported by the Motor Car Equipment Co., which has a projecting mirror and an extra focussing attachment. The same company and the Ovington Motor Co. display electric lamps, Ovington's having a Tungsten filament, and weighing, without the small storage battery which generates the light,



THE THREE AMERICAN SADDLES IN EVIDENCE



FOUR OF THE GAS HEADLIGHTS OF THE SEPARATE GENERATOR TYPE

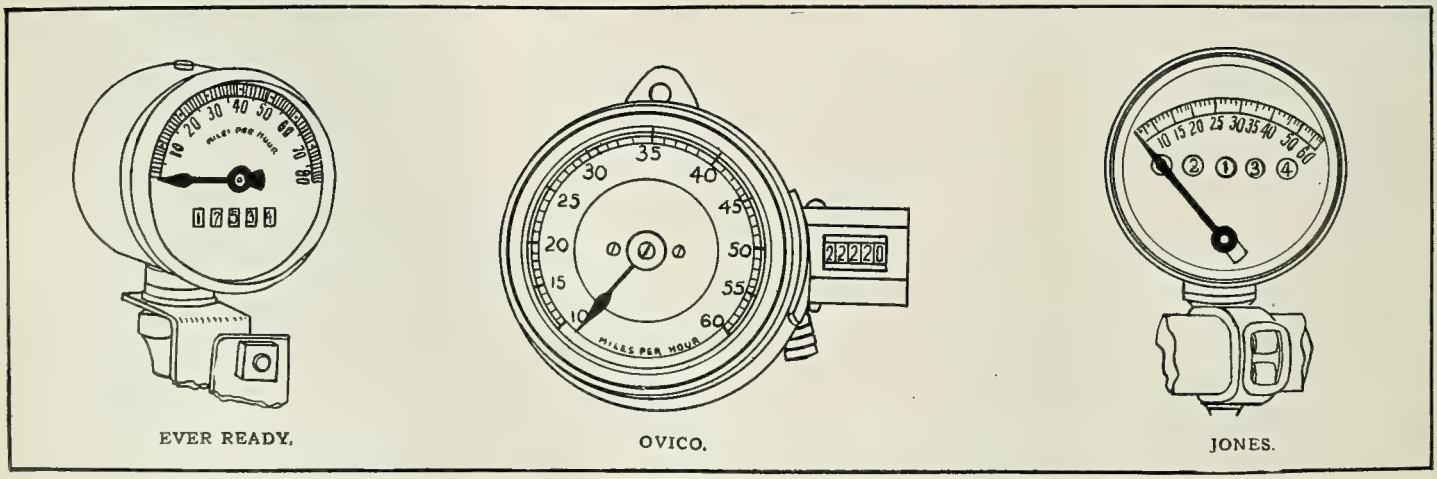
but 3½ ounces. It is turned on and off like any other electric light. F. A. Baker & Co. also exhibit the 20th Century company lamps.

Probably the greatest refinement in sundries is shown in the Jones speedometer for motorcycles. The change is not apparent in the recording instrument itself, but in the method of mounting. The friction drive model is still retained, but three new handle bar models have been brought out. These instruments are attached to the handle bar, directly in front of the rider, and are driven by flexible shaft and gear, which engages with the gear wheel attached to front wheel of the motorcycle. Three models of the handle bar type are shown—one recording speed up to 50 miles, another to 60 miles, and a combined speedometer registering 60 miles and an odometer registering miles and tenths to 10,000. Last year's fork-attached models, in both gear and friction drive, have been retained.

A new speed recording device is the Warner Auto-Meter for motorcycles, shown by the Warner Instrument Co., of Beloit, Wis., who have been making instruments of the sort for automobiles for several years. The Warner is operated on the magnetic principle instead of by centrifugal force. The case contains a permanent magnet carried on ball bearing and driving gears connected with flexible shaft. In front of this magnet is a soft steel ring, the lines of force passing through an aluminum disc, which is mounted on jewels and upon the circumference of which is calibrated the dial of the instrument. The dial is brought to its zero position by a hair spring, the magnetic action tending to rotate the disc being opposed by this spring. The jewel bearings and the steel ring are carried by an inner case which may be removed, and which also serves the important function of protecting the dial from the air currents set up by the rotating magnets. The lines of force from the north pole follow through the aluminum disc to the steel plate and back to the south pole of the magnet. When the permanent magnet is rotated, eddy currents are induced in the aluminum dial, which tend to rotate it in the direction of the magnet, this tendency being in proportion to the speed. Increasing the speed of the magnet thereby increases the displacement of the dial in the same proportion, and furnished an outward indication of the speed. The instrument is attached to the handle bar, the connection being by flexible shafting, to the lower end of which is attached a pinion which engages in an ingenious gear plate fastened to the spokes of the front wheel. It is known as the snail gear and as the wheel revolves the teeth of the shaft gear follow the grooves in the gear plate, the shaft end being held in place by a metal arm fastened to the front axle.

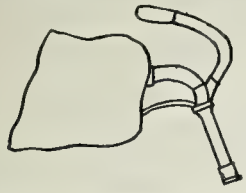
The Ovington Motor Co. also presents a speedometer of the conventional form, but differing wholly in principle from all others. It is an imported article and will be stayled the Ovico. It does not depend on magnetism or centrifugal force for its action. Instead it is constituted of a heavy balance wheel to which is attached an indicating pointer which sweeps over the face of the dial. A flat spring tends to bring the pointer toward zero, but a mechanical device gives impulse to the balance wheel, the rapidity of which impulses is proportional to the speed of the vehicle. The indicating needle and the balance wheel are non-vibratory and the former never fluctuates or "wiggles," and locks positively in any position; it unlocks only with motion of the vehicle. The instrument is provided with a cyclometer and is attached to the handle bar with a flexible shafting as usual.

In addition to its electric lamp and speedometer, the Ovington Motor Co. shows samples of a great number of newly imported articles for which it just has obtained the American representation. Among them are the Amac carburetter in which the auxiliary air supply as well as the throttle is operated by a lever on the handle bar and which has a mushroom shaped nee-



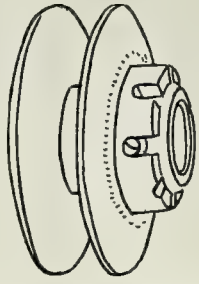
THREE OF THE SPEEDOMETERS THAT ARE AVAILABLE

dle valve and removable choke tube and spray nozzle. A siren operated by friction on the tire; two gasolene gauges one designed to form part of the tank, the other readily attachable to any tank by soldering and in both of which if the glass breaks



BAKER'S HAND SHIELD OR MUFF

the gasolene can be shut off by turning one screw; an adjustable band brake applicable to any machine; a red reflecting rear signal with bullseye lens, but requiring no light; an adjustable foot brake, stands, foot rests, luggage carriers, rubber, braided and wire wound pump connections with lock joints—all these are in the Ovington collection and will be marketed as Ovico specialties.



BROWN ADJUSTABLE PULLEY

B. & S. wrenches and other tools are included in the exhibit of Patterson, Gottfried & Hunter and goggles in great variety are shown by Charles E. Miller, the Motor Car Equipment Co., the New York Sporting Goods Co., and F. A. Baker & Co. The latter also display a new imporated hand muff or shield. It is attached to the grips and being open at one end the hand readily slips into it and yet is free and is kept warm



B. & S. MOTORCYCLE WRENCH

enough to permit the grip control and other operating mechanism to be quickly handled. The muff is warmly lined and is made in soft leather and several varieties of fur. The Brown adjustable pulley is included in the Walton Motor Co.'s display and being at once simple and applicable to any V-belt, it is opening eyes.

ABOUT AMATEURISM AND AMATEURS, AND SOME OF THEIR GUILELESS PRACTICES

There are as many brands of amateurs as there are varieties of the much advertised products of a pickle factory, and for the reason that the annual meeting of the National Cycling Association is only one week distant it will do not harm to enumerate several of the kinds of riders who are allowed to compete at their pleasure in amateur races.

First there is the bonafide amateur, the real "simon pure", who never sells a prize, who never accepts cash, or does anything to violate the amateur rule. One brand of the present-day "amateur" is the rider who wins a bicycle in a road race. He already owns one or two machines and as he has no use for the one he got as a prize, presents it to his brother or friend. The latter also has no use for it, so he sells it to Willie Jones or Johnny Brown for $20. The brother or friend does not need the cash so he presents it to the giver of the bicycle. And there you are!

Another style of "amateur" is the rider who accepts orders for prizes upon the local official jeweler. The latter is an obliging sort of chap so he buys the orders for a cash sum less the profit he would have made upon the sale of the jewelry called for by the order. Should the "amateur" fear detection he saves his orders until the end of the season, takes a valuable diamond ring in exchange, and forthwith "soaks" it at the nearest pawnbroker's. Should he transact considerable business with the pawnbroker the latter may allow him to borrow the diamond long enough to satisfy the governing body that he still retains the prizes won in races.

Still another of the 57 varieties is the "amateur" who receives his cash in lieu of prizes, at the same window as the avowed professional. The promoter, who, by the way, agreed to conduct all races in accordance with the rules of the governing body when he received a sanction, violates the rules by giving money to "amateurs". He will not "squeal" on the "amateurs" unless he should wish to increase the field of professionals.

Then there is the "amateur" who does not work for a living, has no income, but can afford to galivant from one end of the country to the other to compete in amateur events. He may be any of the varieties mentioned above. He also may be the kind of "amateur" that can afford to have a manager look after his business affairs. Last year's "amateur" champion was one of this kind. Witness the following, reproduced verbatim from the Salt Lake Evening Telegram of January 5th:

"Iver Redman, former manager of the Salt Palace bicycle track, has received a letter from Johnnie Chapman, who is now in Kansas City making preparations for the six-day bicycle race which he will promote next month, and who has again signed to manage the Vailsburg track next season.

"Redman has taken over the management of Arthur Crebs, the little amateur who 'burned up things' on the local tracks last year. Chapman is anxious to take the local amateur to Vailsburg for next season and makes him a good proposition. Chapman states that his track will open during the first week in April.

"Iver stated this morning that while the letter and the proposition is flattering enough, 'Crebs will remain in Salt Lake City for a greater portion of the season at least.' He may possibly take Crebs to Los Angeles for a few weeks during the opening season, but expects to bring him back early in June.

"Crebs, judging from his past season performances, should be able to cut quite a swath among the eastern riders, as it has been repeatedly asked here: 'If Halsted can clean them up back there, what would Crebs and Lawrence do?' It is highly likely that they would 'make somebody sit up and take notice' at that."

Halstead Defends His Amateurism.

Alfred Halstead, the Sacramento bicycle rider, who has been competing upon Eastern tracks for some time, is not a "millionaire amateur" but a "gentleman-of-leisure amateur," and as such he intends to go to England in a month or so, equally to visit his father and mother, and to race there. Halstead, who came from Salt Lake City this fall, is one of a number of amateur riders who apparently live without working, and he has been several times referred to as the "millionaire amateur". Halstead, however, declares that he is above suspicion. In a letter to the Bicycling World this week he says he is not a millionaire, but a bricklayer, or rather he was one until he made enough money to retire from the painful necessity of being compelled to work for a living.

"If I don't want to work, I don't need to," he writes, "as I have earned enough money since I finished my trade four years ago to keep me for a long while. As I have worked in New York, Chicago, San Francisco and Salt Lake, and we don't work for $15 a week in those places, but for $5 a day in Chicago, $7 in 'Frisco and in Salt Lake $6."

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

"The A B C of Electricity," makes plain the underlying principles and will assist in solving many ignition problems. Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

COLLINS RIDES A GREAT RACE

He Defeats Wills in 20 Miles Match at Boston—Bedells First and Second in 25 Miles Open Event.

Elmer J. Collins, who used to be designated the Lynn (Mass.) "youngster" before he attained the voting age, wore a winning smile at Boston last Saturday night, 16th inst. For it was then that he defeated Albert Edward Wills, English marvel, at the Park Square Coliseum in a 20 miles motor paced race, by eight laps. Wills evidently was handicapped by the hard fall he had received earlier in the week, but Collins rode a great race and it is doubtful if the Englishman could have won had he been in the best of condition. The time made for the distance was 33:04⅖, the fastest that ever has been made on a ten lap saucer track. The Bedell brothers—John and Menus—finished first and second in the 25 miles open for professionals, Dave Mackay beat Menus Bedell in the handicap and Halstead, the "millionaire" amateur, turned his usual trick in the amateur open. The crowd was one of the largest and most enthusiastic of the season.

The paced race between Collins and Wills was the piece de resistance of the evening. Wills previously had been defeated twice by Champion MacLean and Collins also thought he might be able to score a victory over the world's hour record holder. Before his fall on Tuesday Wills had been going great guns in training and there were many that thought he would take young Collins's measure.

When the race was called Wilis went upon the track paced by Ruden. The Englishman wore heavy leather headgear, beneath which showed the bandages covering the wound he received. Collins got the gun at the tape and Charles Turville carried him along in fine style, so fast that he had Wills sighted in the stretches at the end of the first half mile. The latter got busy, however, and at two miles had regained all but 20 yards of what he lost to the Lynn rider in the first mile. In the third mile Collins returned to the attack with such good effect that Wills lost his pace, and was passed for a gain of a half lap. Collins never let up and at 5 miles tried to pass the Britisher for a gain of 1½ laps. Wills was determined to not let his adversary get by and for a mile and one-half the crowd stood up and cheered the neck and neck struggle for supremacy. Collins was nearly shaken several times, but he gritted his teeth, stuck to his work and passed. The time for 5 miles was 7:57⅗, the best ever made on the Park Square track.

Collins came back to life quickly after passing Wills and in the next five miles he literally put it all over the modest little Britisher. One lap was scored on the 8th mile and another in the next ten laps, Collins's advantage at 10 miles being four laps. The time was 16:16⅘. From 10 to 15 miles the pace eased slightly and the latter distance, covered in the record time of 24:47⅘ found the positions unchanged. In the next mile, however, Wills practically caved in and Collins scored another lap. His eighth and last lap was made on the last mile, the time for 20 miles being 33:04⅖.

There were 21 starters in the 25 miles open professional and half mile prizes with extra money to the leader at every five miles kept the field in motion all the while. The first five mile prize was won by Logan, and the South Boston orator and Bardgett had a scrimmage for the ten mile purse. Logan won and also got the next, De Mara taking the cash at 20 miles. Bardgett was the largest half-mile prize winner with 9 to his credit. Drobach got 6, Logan 4, Fred Hill 3, Ben Hill 1, Devonovitch 2, De Mara 3, Smith and McPartland 6 each, and Connolly, Holbrook and Mitten 1 each.

It was unfortunate that a puncture put Anderson out of the running in the sixth mile else the Dane and John Bedell might have furnished a battle royal in the final sprint. The beginning of the last mile saw Logan leading, with De Mara in tow, while John and Menus Bedell were trailing along behind. There was no change until 2½ laps to go, when John Bedell jumped, carrying Menus and Floyd Krebs with him. John made the going until the finish, beating his brother by a few inches. Krebs was third and Cameron fourth.

Krebs and De Mara were the only scratch men to qualify for the final heat of the mile handicap, John Bedell being unplaced in his heat. Devonovitch had the limit of 120 yards in the final heat. The bewhiskered Russian and Lake, the latter on 115 yards, swapped pace in the final heat until they were overhauled by Mackay and Walker. The Australian pulled Mackay to the bell, when the latter jumped and won easily. Walker managed to snatch second from Menus Bedell, who rode a great race, but was beaten by a foot.

In the five miles open for amateurs it was the usual story of Halstead and none other. The former South African simply toyed with his opponents although there were several apparent combinations against him, and won as he pleased. Of the mile prizes Halstead took two and Carman and Morgan each got one. Someone who said his name was C. Jones, and that he lives in Newark, was teamed with Carman in the last mile and they took turns in making Halstead go. The last-named, however, left the field anchored when he unwound his final sprint, winning by 20 yards. Stillman slipped in for second and Jones for third. The summaries:

One mile handicap, professional—First heat won by Dave Mackay (65); second, Menus Bedell (30); third, Floyd Krebs (scratch); Time 2:04⅖. Second heat won by Gordon Walker (80); second, Walter De Mara (scratch); third, Theodore Devonovitch (120); fourth, George G. Cameron (25). Time, 2:04. Third heat won by Ben Hill (95); second, Bob Lake (115); third, George Wiley (50). Time, 2:09. Final heat won by Dave Mackay, Newark; second, Gordon Walker, Australia; third, Menus Bedell, Newark; fourth, Bob Lake, Boston. Time, 1:58⅗.

Five miles open, amateur—Won by Alfred Halstead, Sacramento, Cal.; second, F. O. Stillman, Melrose, Mass.; third, C. Jones, Newark. Time, 11:57⅖.

Twenty-five miles, open, professional—Won by John Bedell, Newark; second, Menus Bedell, Newark; third, Floyd Krebs, Newark; fourth, George G. Cameron, New York City. Time, 1:00:19⅖.

Twenty miles motor paced match between Elmer J. Collins, Lynn, Mass., and Albert Edward Wills, England—Won by Collins. Time, 33:04⅖.

Mann President of Commonwealth Club.

W. F. Mann, who is the F. A. M. State Commissioner for Massachusetts, has been elected president of the Commonwealth Motorcycle Club of Boston. The other officers are F. M. Wyman, vice-president; G. A. Ellsworth, secretary; E. H. Corson, treasurer; Theodore Rothe, captain; W. A. Griffing and C. R. Lincoln, lieutenants. At the club's first annual banquet last week, a number of distinguished guests banqueted with the Commonwealth motorcyclists. One of the speakers was Francis Hurtubis, Jr., who has been engaged as counsel for the Federation of American Motorcyclists, and who, in conjunction with Mr. Mann, has drafted amendments to the present obnoxious Massachlusetts automobile law, which if passed will relieve a part of the motorcyclists' burden.

Roy Wheelmen Develop New Life.

The Roy Wheelmen of New York, which, until a year ago, was one of the best known clubs in the East, has reorganized, with an infusion of new blood both in the officiary and ordinary membership lists. The Superior Wheelmen, numbering 50 members, have applied for membership in the reorganized Roys. Maurice Rosenblum, the "East Side florist," and one of the new officers, has offered an ornate solid gold medal to the member bringing in the most new members during the year. The following officers were elected this week: President, F. L. Valiant; vice-president, H. T Mayo; recording secretary, Henry Kest; financial secretary, Maurice Rosenblum; treasurer, Jean Roy; trustees, the officers George Shmoll and Alfred H. Seeley.

Talk of New Track in the South.

Birmingham, Ala., may have a new eight lap track, judging by a letter that was received in Salt Lake City this week from W. E. Davis, of the former city. Davis wrote that he expects to build a track in Birmingham, Ala., and wrote to Heagren to secure specifications of the Salt Palace saucer. Birmingham had a track some years ago, built by Jack Prince.

SEGAL MAKES BIGGEST MILEAGE

Winner of C. R. C. A. Contest Nearly Doubles 1907 Record—His Views on Equipment for Century Riding.

That century and mileage riding has lost none of its attractiveness for a certain class of bicyclists is disclosed by the annual report of the combined century-mileage competition conducted by the Century Road Club Association. In the 1908 contest, the results of which have just been announced, Sylvain Segal, the winner, rode 59 centuries 8,580 miles, which netted him 14,480 points. As the winner in the competition of 1907 covered only 13 centuries 4,708 miles, with a total of 6,008 points, it is evident that more interest was taken in last year's contest than for several years previous

While not a record Segal's performance is more than noteworthy from the fact that he did not learn to ride a bicycle until the spring of 1907, and was only induced to enter the 1908 competition after much persuasion on the part of Alfred H. Seeley, the well-known distance rider of the Century Road Club of America.

Segal, who resides in New York City, was born in Besconsan, France, 21 years ago, but by virtue of having lived in America 17 years he considers himself an American. Segal is a quiet youth, not prone to talking about himself, and it was only by considerable questioning that some of the interesting features of his riding were learned. Most of his centuries were ridden on holidays and Sundays, although daily rides when the weather permitted were responsible for his excellent performance of 8,580 miles in one year.

Not only did he get the solid gold medal for winning the national competition but Segal also secured the medal offered by the Eastern Division to the rider scoring the greatest number of points last year, and obtained a hold on the Garrity trophy. This is an ornate gold medal which will become the property of any rider winning it three times. A gold bar upon which is inscribed the name of the winner each year is attached to the medal proper. Its donor is John Garrity, who long has been identified with the association.

Segal has decided views regarding the kind of a bicycle and equipment a century rider should employ, and his Columbia bicycle was fitted out differently than the bicycles used by a majority of mileage "fiends." The details are interesting. Segal rightly does not think light single tube racing tires are any good for long distance riding. His Columbia was fitted with 1¼-inch G & J tires, and his first puncture—caused by a tack—came after riding 3,350 miles, a record to point to with pride. A Persons saddle and a Morse twin roller chain helped in making 100 miles rides a pleasure rather than a task. Segal always carried a motorcycle tool bag with sufficient tools to stock a small repair shop, but fortunately had little need for it, although he was frequently able to render valuable assistance to roadside unfortunates. He started the season with a 92-inch gear but changed to 88 inches, reducing this to 80 inches when he rode one triple century. Included also in Segal's total of 59 centuries were two double centuries.

Nicholas Kind, of New York City, was Segal's runner-up in the competition, his total number of points being 10,952, awarded for riding 37 centuries 7,252 miles. Each mile ridden nets the rider one point while 100 extra points are given for every century completed within the specified time. J. A. Olsen, of Brooklyn, finished third with 27 centuries 2,700 miles, his pointage



SYLVAIN SEGAL

being 5,400. Kind and Olsen received, respectively, the national silver and bronze medals. Those who reported a total of more than 1,000 miles during the year were as follows:

Sylvain Segal, 59 centuries 8,580 miles; Nicholas Kind, 37 centuries 7,258 miles; J. A. Olsen, 27 centuries 2,700 miles; J. E. Fee, 21 centuries 3,145 miles; C. B. Ruch, 12 centuries 3,368 miles; E. States, 26 centuries 2,600 miles; L. Segal, 4 centuries 2,136 miles; S. R. Morrison, 16 centuries 1,929 miles; W. F. Jacobs, 5 centuries 1,577 miles; R. A. VanDyke, 3 centuries 1,626 miles, and W. J. Johnston, 3 centuries 1,192 miles.

Domina New Head of Providence Club.

Because his duties as head of the Eastern District, Federation of American Motorcyclists, will require all his leisure time, President E. L. Buffington positively refused re-election at the annual meeting of the Providence (R. I.) Motorcycle Club last week. Frank C. Domina was therefore chosen to fill the office, the other officials elected being: Vice-president, Victor W. Page; secretary, William M. Scott; treasurer, B. A. Swenson; captain, J. B. McLaughlin; first lieutenant, Charles H. Westcott; second lieutenant, Carl Tourtellot.

INITIAL MEET AROUSES SAN JOSE

Krusich Chief Winner in Series of Lively Contests—Agraz Runs Away From Relay of Roller Skaters.

Some thrilling racing, despite the slow time made in the events, a dozen hard falls, a few broken wheels, and a big attendance marked the opening meet on the experimental Auditorium rink saucer track at San Jose, Cal., Sunday, 10th inst. The success of the meet was such as to encourage the management to remedy the mistakes in the track and the embankment at each end will be raised several feet before the next meet.

The track upon which the races were held was an experimental affair suggested by Emil Agraz, a professional rider who has developed managerial aspirations. Two raised embankments at each end of the floor track enabled the riders to take the curves faster than on a flat floor. The embankments will be raised to an angle of 40 degrees before the next meet.

Because of the narrow banks Joe Krusich, a trick cyclist, was able to ride rings around the field in all the races he entered, except the novice. There were none able to get around Krusich although Willis Bryant gave him a battle royal in the five miles handicap until he went down in an attempt to pass the trick rider. Krusich started from scratch in this event and before the race was half over he had lapped the field with the single exception of Bryant. When Krusich passed Bryant in the fifth mile the latter determined to hang on and the neck and neck ride of these two in each stretch put the stamp of success upon the initial meet. It was while trying to pass on one of the turns that Bryant slipped and fell. Krusich's time was 14:41, Alexander finishing second and Charles Chaboya third.

Emil Agraz, riding a bicycle, met a relay of roller skaters in a mile match and had little trouble in winning in the slow time of 3.05. The summaries:

One mile novice—First heat won by Connor; second, Kloss. Time, 3:01⅕. Second heat won by Escobar; second, Krusich. Time, 2:59⅖. Third heat won by Schulman; second, Alexander. Time, 3:00. Final heat won by Inman; second, Escobar. Time, 2:34.

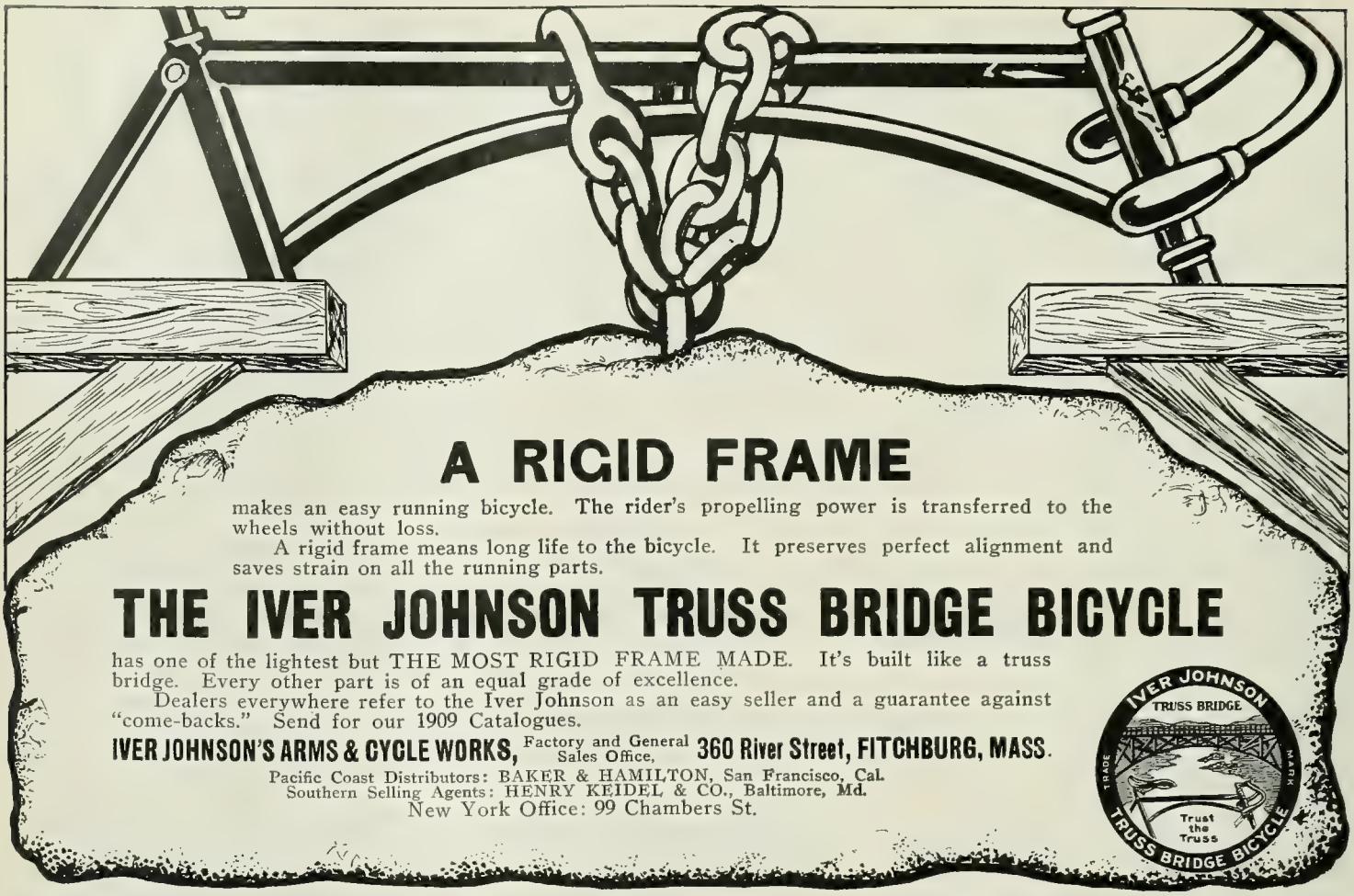
Unlimited match pursuit—Won by Charles Chaboya; second, William Chaboya. Distance, 2 miles 6 laps. Time, 7:50.

Five miles handicap—Won by Krusich (scratch); second, Alexander; third, Charles Chaboya. Time, 14:41.

Three-thirteenth mile against time—Won by Krusich, 0:38⅗; second, Inman, 0:38⅘.

One mile match, professional, between Emil Agraz (bicycle) and Jones, Collins and Maten (skates)—Won by Agraz. Time, 3:05.

Miss and out race—Won by Krusich; second, Schulman. Time, not stated.



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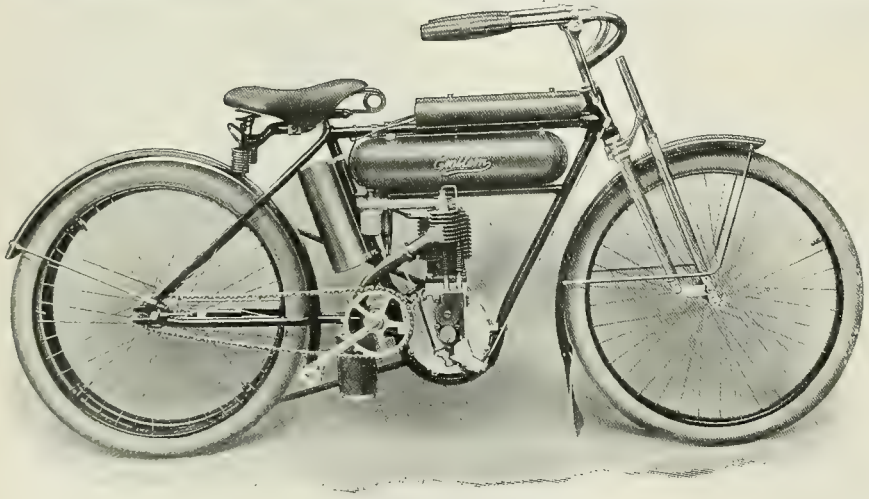
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INCREASING THE COMPRESSION

Practice of Bolting Plates on Piston is Condemned—The Better Method Pointed Out and Described.

With some of the oldest motor bicycle engines, and, indeed, with some of the latest, it is possible to get much better results by a little careful alteration here and there, but such alterations must be made by men who thoroughly understand what they are doing, says the "Leading Hand" in the Cycle Trader. I have found that on some engines considerable improvements could be made by increasing the compression. This, of course, can be done in several ways. The first and most amateurish way which suggests itself to the man who wishes to increase his compression is to attach plates on the top of the piston.

This method, however, is crude, and has certain very great disadvantages. In the first place, it increases the weight of the piston and therefore upsets the balance of the engine. In the second place the loose parts, including the plate itself, may become actually red hot and cause premature ignition when the engine has been running for some time with a full load and a wide throttle.

The way which naturally suggests itself is the lengthening of the connecting rod. I may say that with small engines of, say 3½ horsepower, a very slight alteration in the length of the piston travel as regards its distance at the top of its stroke from the head of the cylinder will make a great deal of difference in the compression. Probably one-eighth of an inch higher up in the cylinder would make as much difference as it would be advisable to have, because very high compression not only opens up the possibility of premature ignition and knocking, but it also causes difficulties in sparking. It requires a greater pressure of current in the high tension circuit to cross the plug points in a very high compression. Most connecting rods, especially if they are of H section, can be hammered out to extend them from one-sixteenth to one-eighth of an inch in length. This hammering out, however, should be done judiciously, and part of it should take place near the gudgeon pin end and part of it near the big end, so that the central part of the connecting rod retains its original cross sectional area. The connecting rod will, of course, be heated for this purpose and it is not advisable to reduce its area in the distance of its greatest width, but rather sideways.

As most of the connecting rods used in small engines are cross forgings, this hammering, although it may reduce the cross sectional area to a certain amount, has the effect of toughening the metal, and thus the weakness set up by the reduced mass of metal is to a large xtent compensated for by its greater tenacity and toughness. It is most important that when this operation has been performed, the bearings—both the big end bearing and the little end bearing—should be properly lined up perfectly parallel with each other, otherwise when the engine is re-assembled considerable friction and wear will take place.

There is another way of attaining the same object without weakening the connecting rod, and that is by bushing the holes through which the gudgeon pin passes in the piston. On the bosses inside the piston there is generally enough metal to allow of slightly enlarging the holes through which the gudgeon pin passes. This can be done by means of a cutter bar, its forward end turned to the exact fit of the holes and its rearward end turned to the exact increased diameter, and having flutes to carry away the turnings from the cutter which is placed between the big and the little diameter. The cutter bar can be carried between the lathe centers and the piston fed up to it by means of any suitable roughly arranged jig in the compound side rest of the lathe. Bushes are then inserted to exactly fit the new bore and give a tight driving fit, and these bushes are then bored eccentric and to the size of the gudgeon pin, the center of the new bore being nearer the mouth of the piston than the center of the holes in which the bushes are pressed. If this job is done properly and the bushes are driven in tightly a very good job is made—and the piston is then slightly higher up in the cylinder at the top of its stroke.

What I have found, however, the simplest way of attaining the same object is by reducing the length of the cylinder relatively to the crank case. On practically all motorcycle engines the cylinder has a base flange, by means of which it is bolted by studs and nuts to the crank case. This flange is generally about three-eighths to one-half an inch in thickness—sometimes more. It is obvious that if you take a little off the bottom of this flange you can pull the cylinder down nearer to the crank case, which will have the effect of increasing the compression as the piston will then move higher up in the cylinder. This can be accomplished by chucking the cylinder mouth outwards on the face plate of the lathe by means of two straps and long bolts and nuts. The cylinder bore should be chucked quite truly, and then a cut of one-sixteenth to one-eighth of an inch may be taken off the base flange of the cylinder. At the same time the mouth end of the cylinder may be reduced a little, as it may happen that the connecting rod will foul it, or two slots may be filed one on either side of the inside of the mouth of the cylinder to accommodate the connecting rod at each end of its lateral movement. If this method is adopted the engine will be quite as strong as it was previously. It will be necessary, however, to reduce the length of the valve stems, as these will now come down on the top of the plungers. The best way of doing this is to grind them off on a grindstone or emery wheel.

TREATMENT OF STEEL FOR TOOLS

Varying Action of Heat and Suggestions for Its Proper Application—Importance of the Human Element.

Steel is extremely sensitive to the action of heat, a variation of a few degrees above the critical temperature affecting the structure of the metal very decidedly. Knowing this, the careful workman never means to heat it above this temperature for hardening. If steel is not heated to the temperature mentioned, it does not harden, or it may harden in spots; but the grain does not refine. If it is heated too hot, the grain is open, the steel is porous and weak, and the higher heat the more porous the structure and the weaker the steel. Steel heated just right, and then hardened, shows a close, fine grain, and is the strongest possible.

A moment's reflection will convince one that the ordinary cutting tool used for iron and steel is subjected to a terrific strain. Think of the strain on a cold chisel or on a threading tool used in the lathe, says E. R. Markham, in the Cycle Trader. It is, indeed, wonderful that steel can be treated and placed in condition so that it will cut another piece taken from the same bar. A lathe side tool is made and hardened. After grinding it is forced against and into the end of a bar of steel even harder than the bar from which it is made.

Realizing this, it is apparent that a tool, in order to do the greatest amount of work possible, must be as strong as possible. Sometimes the shape of the tool has a great deal to do with its strength; but no matter how well a tool may be designed, it will not stand up to a cut unless the steel is strong, and many times when the shape would indicate weakness, a tool may be extremely effective, because it is hardened in a manner that ensures the necessary strength.

If steel is overheated, the open, porous structure is similar in appearance to a honeycomb, and when pressure is applied to the surface in cutting, the thin wall of steel over the holes gives way, and there appears to be a number of depressions. I have dealt at some length on the effect of high heat, because it is a prolific cause of trouble. The proper heat for steel is known as the "refining" heat, which is that heat which causes the steel to harden nicely and yet leave it fine grained—refined—and very strong. This heat varies for steels of various compositions and for pieces of various sizes and shapes.

If two pieces of the same size and form are made from different bars from the same makers, one piece being from a bar of .80 carbon and the other from .160 carbon, it will require a higher heat to harden the .80. If two pieces are cut from the .160 bar, one being left as large as it will turn—say 3 inches diameter—and the other reduced to ¼ inch diameter, the smaller will harden

at the lower heat. These are points that require experience in order to decide just where the difference should be made.

A few years ago steel concerns made a large proportion of the steel to be used for lathe and planer tools for ordinary work of .125, or 1¼ per cent. carbon. To-day many steel houses are advising those of their customers who understand handling high-carbon steels to use .150 and .160 steels. The higher the carbon the greater care necessary when working the steel. If high-carbon steel is properly worked, it will do many times the amount of work of steel of low carbon. The human factor enters very largely into the subject.

Steel that "soaks" in the fire is weak, and if a piece that has been a long time in heating, and which has been hardened at a low heat, is broken, the fracture will show dull; while the same piece, heated quickly to the same heat, will look altogether different.

Delicate pieces, and those having large and small portions adjoining each other, should be placed in a tube in the fire; a piece of gaspipe, with one end plugged, answers as well as anything. As old pipe is plentiful and cheap, tubes of various sizes should be kept on hand. A tube may be placed in the tube. This is turned occasionally to ensure uniform heating.

Unless round pieces are turned while heating, soft spots or streaks are apt to develop when the piece is quenched. The soft portions will be on the side that was down in the fire. If the piece is re-heated with the opposite side down, and dipped as before, the soft places will be on the opposite side—viz., the side that was down. If the same piece is again heated, and turned while heating, the whole surface will be hard.

Around the outside of a bar of tool steel is a "skin," known as the decarbonized portion. This skin really is iron, and, not containing any carbon, it cannot harden, so that it is necessary to select stock sufficiently large to permit this portion to be machined off. If it is round, and is to be turned, it should be centered in the center of the bar, then an equal amount of the surface will be turned off at all points. If it is centered out of true, an unequal amount will be removed; and while all the decarbonized surface would be cut away at one point, an amount would be left at another, and this portion would not harden on the outside, or if it hardened at all it would not be as hard as the opposite side. Then, again, the condition mentioned would cause unequal contraction, and this would make it spring.

Sometimes a piece of steel is crooked, and the easiest way seems to be to straighten it without heating. Steel may be straightened cold, but it is almost sure to spring when hardened. If it is necessary to straighten a piece that is to be hardened, it should be heated red-hot and then straightened.

Steel machined with dull cutters is apt to have stains set up that may manifest themselves when it is hardened. There is danger in shops where the stock is not kept in racks, each kind by itself, of getting the wrong kind of steel. If such a mistake does occur, the tool may be treated by a method to be considered later, and hardened so that we may be able to get some good out of it. If a large piece of steel is to be heated in a blacksmith's forge, a large high fire should be made, and the piece placed high enough above the tuyere, so that the blast will reach all around it. A gentle blast should be used, and the fuel poked under the piece occasionally, to ensure good results. This form of fire should not be used, however, for very large pieces, such as drop-forging dies and similar pieces, if a suitable furnace is at hand. By exercising extreme care such a fire may be used, and good results obtained.



Sometimes trouble is experienced in uniformly heating pieces having large and small portions. As it is essential to heat as rapidly as possible, the small portion would heat much quicker than the large. To retard the heating of the small end place a piece of stock with a hole in it over the small end. The hole must be somewhat larger than the end it is to go over, otherwise we may experience trouble in trying to remove it. The collar is left on the piece until the large portion is nearly hot enough, when it may be removed, and both portions brought to the desired temperature together.

It may be necessary to heat for hardening a die of a special description, having tapped holes near one edge. The holes present a favorable argument for cracks when the piece is dipped, so that before it is placed in the furnace they should be filled with fire clay mixed with water to the consistency of dough, and allowed to dry. Many times the operator gets careless and overheats the corners, with the result that they crack off when the die is quenched in the bath. To prevent such a thing happening, it is a good plan to have a piece of cloth or some waste wet with oil, lard, or sperm. When the die is heated, and just before dipping, wipe the corners with the oiled waste—the oil preventing the water from acting too quickly—and they will remain intact.

The way work is dipped in the bath may have a great deal to do with the success of the job. For instance, one class of article should not be dipped in a vertical position, since the thin portion would chill and harden quickly, while the opposite edge, being heavy, would continue to contract for some time, and as it contracted it would pull the light edge apart in a number of places. To prevent cracking, the article should be dipped at an angle, with the tempered face downwards.

Round pieces sometimes give trouble on account of soft spots. There are several reasons for the soft spots, any one of which may have caused them. It is possible for gas to gather in spots under scale on the surface, and form a "blister." The pocket of gas will prevent the water from taking the heat at this spot sufficiently rapidly to cause hardening. To prevent the scaling, do not allow the steel to come in contact with the air while being heated.

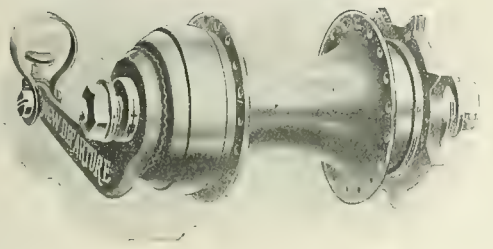
If scale forms, use a bath of strong brine, made by dissolving all the salt possible in the water. The salt will "strike" the scale immediately after the steel enters the water, thus allowing the water free access to the steel. A method in use in some shops consists in having a quantity of cyanide of potassium in an iron pot heated to a red heat. The articles to be hardened are carefully heated to a low red heat, and then suspended for a moment in the red-hot cyanide of potassium, after which it is immediately dipped in the bath. If this method is used, the arms must be protected by sleeves and the eyes with glasses, as the cyanide that clings to the article will fly the moment it strikes the water, and if it touches the flesh, it will produce a very sore burn.

Many forms of fine dies are always heated in red-hot cyanide. They are heated somewhat, say, to a blue, in a muffle, then placed in the cyanide and allowed to remain until they are of the proper temperature for hardening, when they are removed and immediately plunged in the bath.

At times a certain portion of a piece may show a tendency not to harden. It may be a slight depression, and the steam formed by the contact of red-hot steel and the water prevents the water from getting at this portion. The trouble may be overcome by touching this spot with cyanide after the piece is red-hot and just before dipping. Generally speaking, it will be necessary to force the water against the piece to drive the steam away and to ensure the water coming in contact with the portion. This may be done by having a jet of water enter the bath so as to impinge against the piece at the point that shows soft, or if a still bath is used, a splasher may be used.

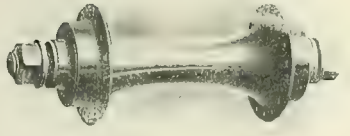
Agitation of the bath is an important factor for many classes of work, and various devices are provided for producing it.

NEW DEPARTURES



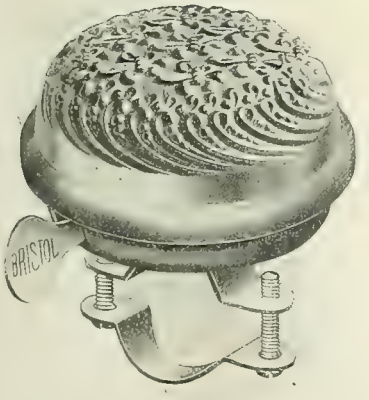
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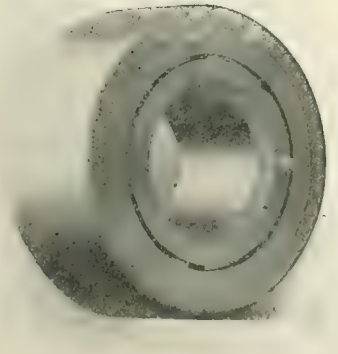
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BELLS FOR BICYCLES AND MOTORCYCLES

The 1909 line of New Departure bells for bicycles and motorcycles is very complete. Several new bells have been added, including the handsome Fleur-de-Lis rotary alarm bell shown here.

New Departure bells continue to be in a class by themselves. They are superior in tone, simplicity and durability of mechanism, design and finish.



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GRUNHOF-DRAYDEN TEAM LEADS

Installment Contest on the Rollers Develops Two Crack Riders—How Teams Stand in "First Grand," etc.

Hardy Anastasius Jackson, the Harry Pollock of the West Side and the wireless expert of far West Forty-first street, flashed this through the atmosphere Friday morning:

"Isaac Launcelot Lindsay of the International Cycle Association—Calumet Cyclers team broke down and wept bitterly when he realized how far behind he was in the race."

The Tribune Building station had just delivered this message and was preparing to take a dispatch from the Mars reporter, when the instrument sputtered this signal:

"Zsst— — . . . — . . . . . — — — . . — . — . . . . . sssp t."

Realizing that it was a hurry call he took the message:

"Urgent, Bi World. Riders showing signs of distress. Beginning to use dope. Brandes delirious.—Jackson, Wireless Expert."

Three minutes 4½ seconds later came the following:

"Brandes wants to quit, but McAdams, his plucky partner, with tears in his eyes imploring him to continue. Velodrome packed. Standing room at premium."

Of course this frantic message-sending by Jackson had to do with the "first annual grand International home trainer bicycle team race" in progress upon the Dinnel & Jackson Velodrome, in West 41st street, New York City. Be it known, dear reader, that Jackson is the great mogul of that side of the block in which he resides. In addition to outpollocking Harry Pollock as a press agent, Jackson is a wireless telegraph reporter par excellence, proprietor of the International Cycle Works, president of the International Cycle Association, a racing man, part proprietor of the Dinnel & Jackson Velodrome, promoter of international home-trainer six day bicycle races, janitor at No. 305 West Forty-first street, and—husband of Mrs. Hardy Anastasius Jackson, the noted colored suffragette.

But, "on the level, Bo," Jackson is industrious and every once in a while he stirs things up during the dull season. The six days home trainer bicycle race has been drawing packed houses all week, due to the presence of several well known amateur riders. The riders are allowed four minutes on the rollers each night, the teams making changes whenever they see fit. The race has developed a pair of extraordinary roller riders in the persons of Fritz Grunhof and Alfred Drayden. They have kept in front all week and when Thursday night's score was posted, led by one lap. The teams of Manning and Higgins and Bailey and Jackson were one lap behind, with Hawkins and Schlosser, two crack road riders, two laps behind the leaders.

On Monday night Grunhof and Drayden covered 2 miles 8 laps, two laps more than were ridden by the teams of Hawkins-Schlosser, Jackson-Bailey and Manning-Higgins. The following night Hawkins and Schlosser managed to gain a lap, which put them one lap behind the leading team and one lap ahead of the Jackson-Bailey and Martin-Anderson teams, Manning and Higgins having dropped several laps. A further shakeup resulted on Wednesday night as Jackson and Bailey, by some hard riding, placed themselves even with Hawkins and Schlosser, one lap behind Grunhof and Drayden. Hawkins and Schlosser dropped from the tie in second place to this position on Thursday night, while Manning and Higgins placed themselves even with Jackson and Bailey, Grunhof and Drayden still being in the lead with a total mileage of 10 miles 6 laps. The appended table shows the distance covered each night. The contest will end to-night (Saturday).

Riders.	Monday. M.L	Tuesday. M.L.	Wednesday. M. L.	Thursday. M.L.
Grunhof-Drayden	2-8	5- 1	7-11	10- 6
Manning-Higgins	2-6	4-10	7- 7	10- 5
Jackson-Bailey	2-6	4-13	7-10	10- 5
Hawkins-Schlosser ...	2-6	5- 0	7-10	10- 4
Martin-Anderson	2-4	4-13	7- 8	10.
F. White-Lindsay.....	2-1	4- 8	7- 3	9-11
Benisch-R. White	2-2	4- 9	7- 4	9-11
Kelly-W. Wylie	2-1	4- 6	7- 2	9- 8
Brandes-McAdams ..	2-2	4- 7	7- 2	9- 7
Kindred-B. Jackson ..	2-1	4- 7	7- 0	...

Winners on German Tracks in 1908.

The German Tracks Association has announced a list of victories by pace followers competing on German tracks during the season of 1908. Stellbrink leads with 35 firsts and 7 seconds, with Darragon second with 21 firsts and the same number of seconds. The complete list is as follows:

Rider.	1st	2d	3d	4th
Stellbrink	35	7	3	6
Darragon	21	7	7	2
Guignard	19	13	8	1
Schulze	19	13	7	4
Vanderstuyft	15	5	6	3
Rosenloecher	14	15	10	0
Theile	14	8	5	3
Bruni	14	8	4	8
Verbist	13	9	6	4
Przyrembel	12	7	5	2
Pongs	11	12	5	7
Demke	11	6	6	8
Parent	9	8	0	3
Scheuermann	8	3	2	1
Gunther	7	12	6	6
Salzmann	7	11	6	0
Robl	6	16	10	10
Ebert	6	12	4	2
Ryser	6	6	3	11
Walthour	5	11	9	7
Goor	5	9	5	1
Contenet	4	14	7	4
Ingold	4	11	7	3
Mauss	4	6	12	10
Schipke	4	2	5	1
Butler	4	1	3	0
Seres	3	3	1	0

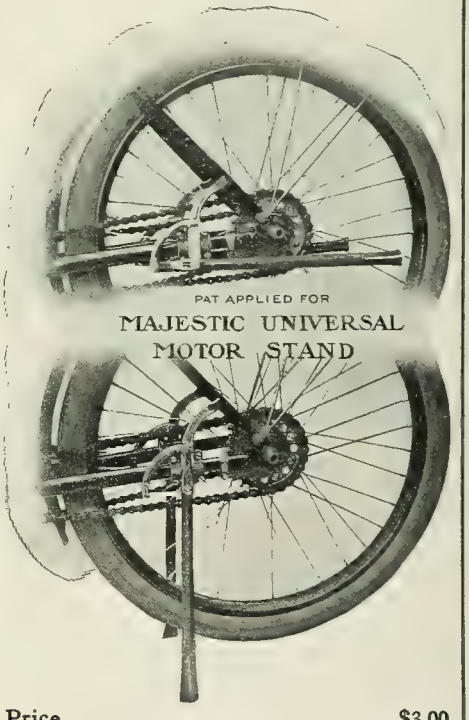
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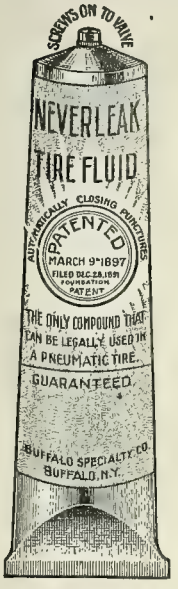
MAJESTIC UNIVERSAL MOTOR STAND

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Is the only one made holding the frame at TWO points, and preventing the straining and twisting of the lower frame tubes. Is fitted with heavier legs for 1909, and these have triggers at bottom, allowing legs to be folded up by the rider's foot without using hands at all. It is due your machine that you give it the best possible equipment. That means MAJESTIC SPECIALTIES throughout. Send for catalogue.

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$25.00 Reward



For information about any dealer or repairman using or handling any Compound, Powder, Fluid or Semi-Liquid for the purpose of sealing punctures or leaks in pneumatic tires, in violation of our

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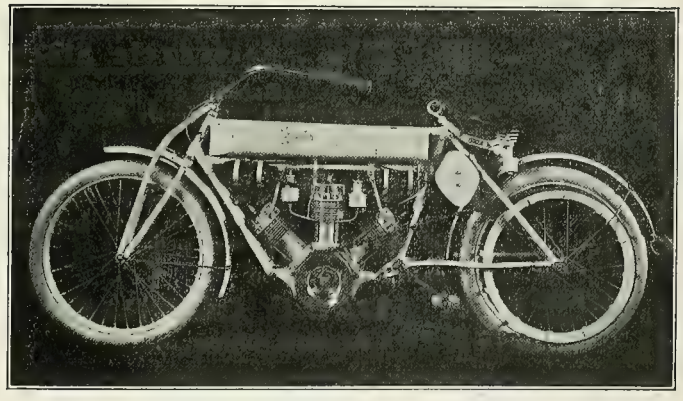
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OUR LITERATURE IS BOTH INTERESTING AND ATTRACTIVE.

G. H. CURTISS MFG. CO.
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The Week's Patents.

900,763. Non-Explosixe Closure for Tanks. William H. McNutt, New York, N. Y., assignor to William E. Roche, New York, N. Y. Filed Nov. 19, 1906. Serial No. 343,991.

1. A closure for tanks comprising a bushing provided with an annular shouldered portion at its outer part, a closure disc located in said shouldered portion and of less diameter than the shouldered portion, the disc being provided with an annular channel in its periphery, the opposite wall of the shouldered portion being also provided with an annular channel, a fusible ring arranged between the periphery of the disc and the channel portion whereby the disc is normally locked in position, the bushing having its aperture threaded at one portion, a plurality of apertured diaphragms extending across the aperture, ring members separating the diaphragms at their margins, and a ring nut threaded in the aperture of said bushing clamping the diaphragm and ring members in position.

900,860. Anti-Friction Bearing. Ernest C. Ketchum, Boston, Mass. Filed Aug. 28, 1907. Serial No. 390,479.

1. In a roller bearing, the combination of two rings movable relatively to each other and provided on adjacent circumferential walls with paths for anti-friction members; a plurality of anti-friction members interposed between said rings and adapted to revolve in contact with said paths; a separator between each pair of anti-friction members; and a revoluble member contacting with and interposed between each separator and the outer roller path, the axes of each separator and its co-operating revoluble member being radial to the axis of said roller bearing.

901,006. Apparatus for Curing or Vulcanizing Rubber Goods. Ernest Hopkinson, East Orange, N. J., and Thomas Midgley, Hartford, Conn.; said Hopkinson assignor to the Hartford Rubber Works Company, Hartford, Conn., a Corporation of Connecticut. Filed Dec. 19, 1905. Serial No. 292,443.

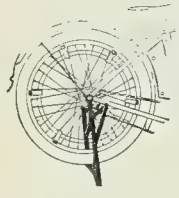
1. The combination in apparatus of the character specified, of a core adapted for insertion within a tire shoe or casing, means for clamping the margins of the casing in proper relation to the core while leaving the tread of the shoe or casing exposed, and a wrapping or cover extending over the tire shoe or casing and the clamping devices.

901,007. Method of Curing or Vulcanizing the Outer Shoes or Casings of Pneumatic Tires. Ernest Hopkinson, East Orange, N. J., and Thomas Midgley, Hartford, Conn.; said Hopkinson assignor to The Hartford Rubber Works Company, Hartford, Conn., a Corporation of Connecticut. Filed Dec. 19, 1905. Serial No. 292,444.

1. The method of vulcanizing or curing outside shoes or casings for pneumatic tires for vehicles which consists in supporting th shoe or casing upon a core, placing an abutment member between the margins of the shoe or casing, clamping the shoe or casing firmly upon the core and against the abutment member, but leaving the tread portion of the shoe or casing exover the exposed tread portion of the shoe or casing and in contact therewith, and in subjecting the shoe or casing so supported and covered to the action of vulcanizing heat.

902,920. Bicycle. Luis M. Silva, Bogota, Colombia. Filed June 15, 1908. Serial No. 438,632.

1. A spring frame for a bicycle comprising a saddle post standard extending from the crank shaft to the saddle post and provided at its upper end with a rearwardly extending web having a slot therein, a fork extending from the rear axle to said web, said fork having a slot through which the web passes, a spring inclosed in the fork upon which the web is supported, a pin extending through the fork and the slot in the web, and braces extending from the crank shaft to the rear axle, and braces having a pivotal connection at the lower end of the saddle post standard and said fork having a picotal connection with the rear eids of the braces, as and for the purpose set forth.



QUICK ACTION Motorcycle Stand

Raised or lowered instantly with the foot. Perfectly rigid. Absolutely Reliable.

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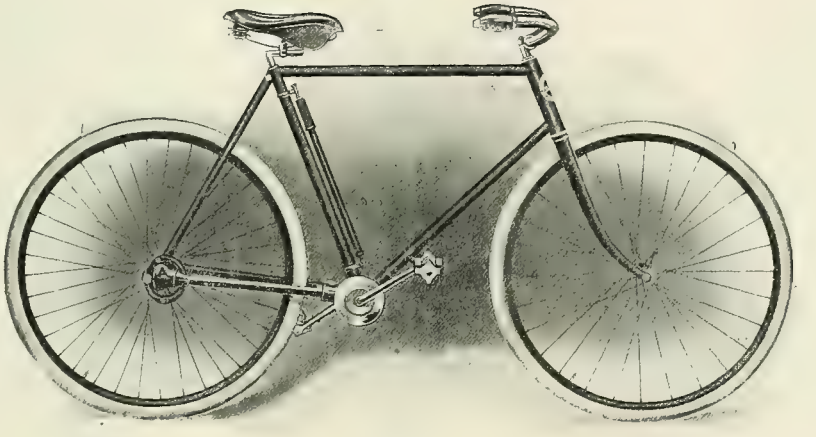
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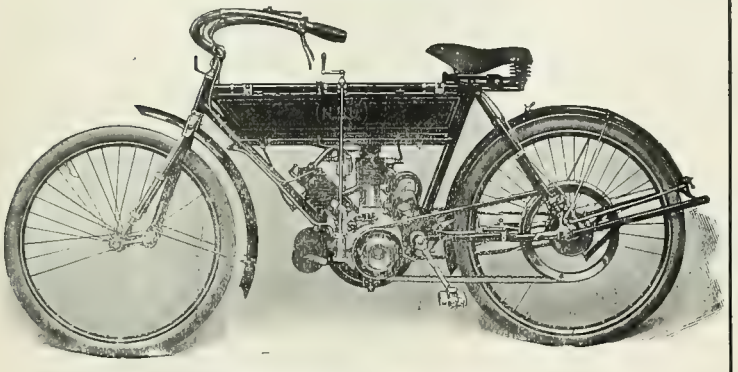
YOU CAN PROFITABLY MAKE THIS MACHINE YOUR LEADER

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HARTFORD, CONN.

THE TALK OF NEW YORK

NSU



3 H. P. Twin Roadster

WHILE much interest was aroused over our

F. A. M. Endurance Models

[The Winner of the 1908 F. A. M. Contest]

and numerous acclamations of surprise were evidenced toward our

Touring Models,

the main model of interest, which was proved by experts to be the acme of perfection, was our

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It is an entirely new creation which is bound to appeal to every motorcyclist who is looking for a quality mount that is light, powerful and fast and built so as to entirely do away with excessive engine vibration. In consideration of the above we offer the 3 H. P. Twin Roadster, an ideal motorcycle, which is sure "to hit the nail on the head." On account of the reducing gear on the engine shaft we enable the backwheel to carry a smaller belt pulley and thereby reducing the wear and tear of the belt and offering a perfect adhesive drive under all conditions.

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Agents should write for territory.

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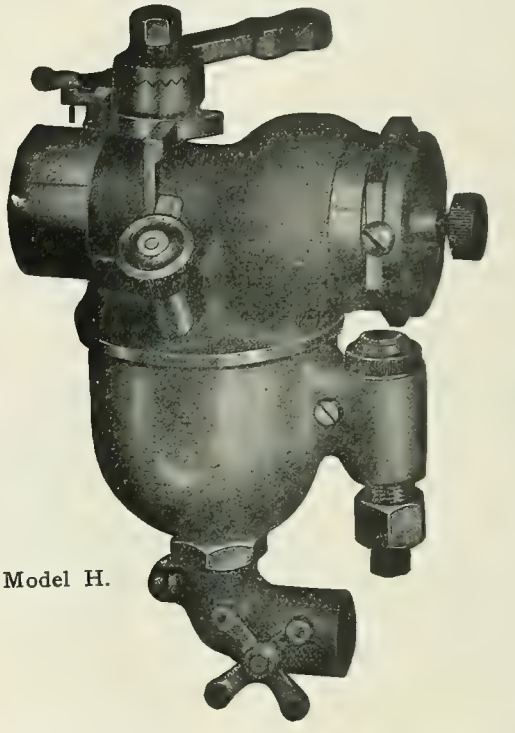
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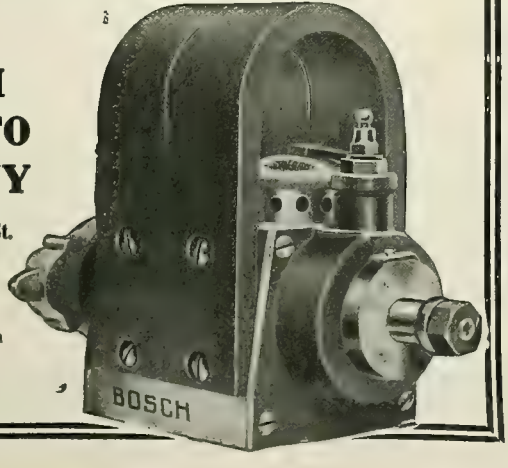
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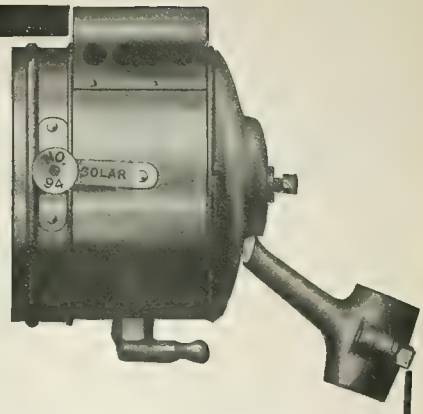


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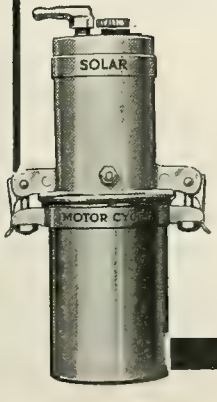
THE Solar HEADLIGHT

will stand the hardest usage—the most severe vibration has no effect upon it. It is the most powerful headlight of its size in the World. There is no headlight that can even approach it in actual lighting efficiency.

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The Searchlight type lens mirror headlight is the same in construction and design as the famous Solar Motor Car Headlights.

Write at once for particulars regarding this Headlight. Makes night riding as safe and comfortable as in the day.

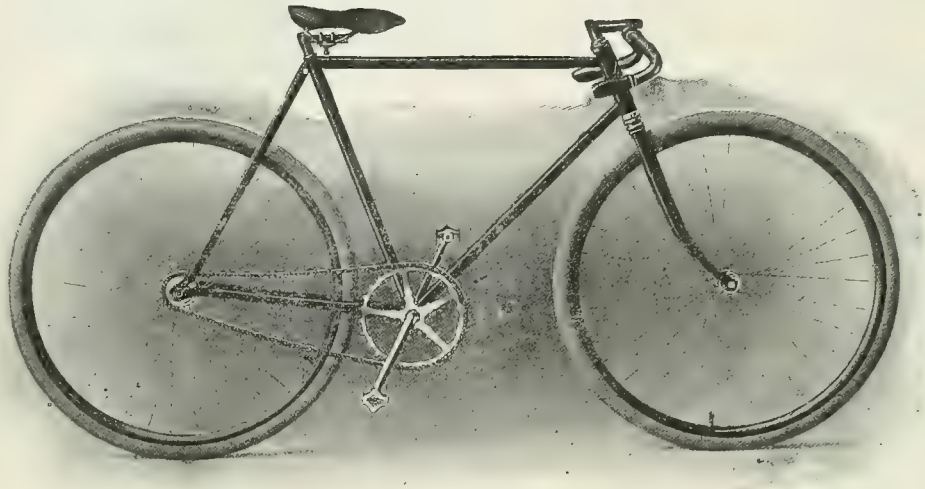


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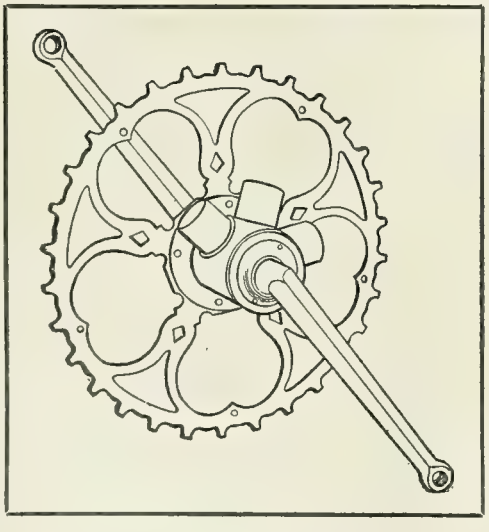
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A GRIP

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It Will Not Slip It Will Not Peel
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It Will Not Sweat The Hands

But it will give comfort and satisfaction and will add to the appearance of any bicycle

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is made over a single smooth tube, covered with purest Para gum rubber—soft, elastic, resilient—entirely seamless and shaped to fit the hand. The rubber is firmly secured at both ends by broad ferrules heavily nickel plated on copper. It is carefully made and will fit the handle bars perfectly.

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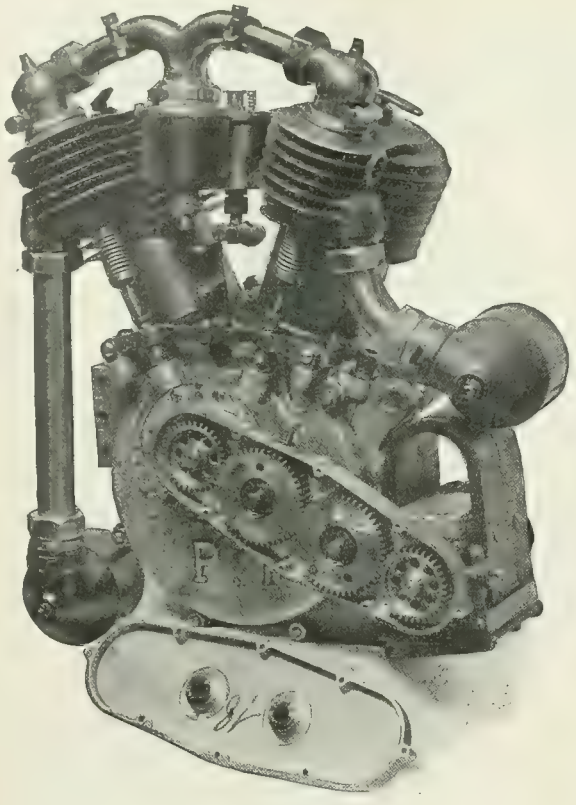
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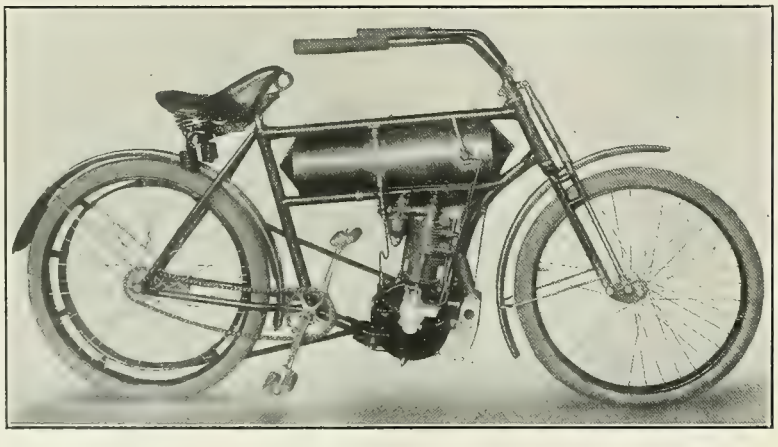
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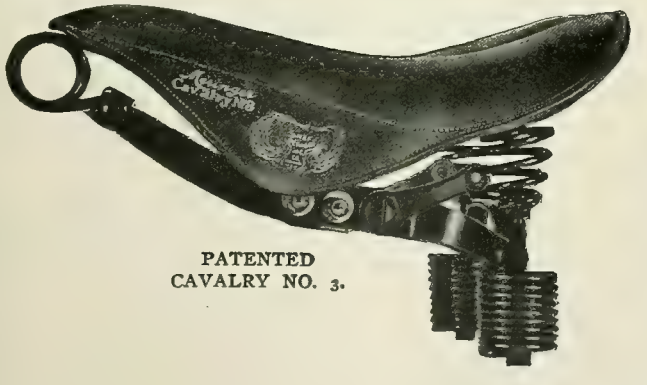
The next nearest competitor was, of course, even further behind.

WE OFFER THE

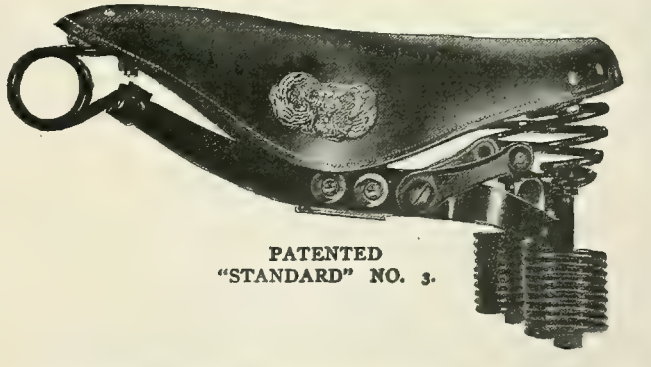
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Do not fail to investigate our New Spring System with Shock Absorbers.

Do not buy a motorcycle if you cannot have the best saddle. There is only a little difference in price, but a large difference in comfort.



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The Mesinger Cavalry Saddle is made like a horse saddle; it prevents you from slipping, and avoids that cramped hold of the hands on the handle-bars.

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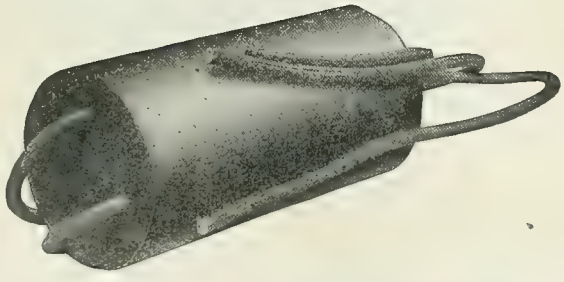
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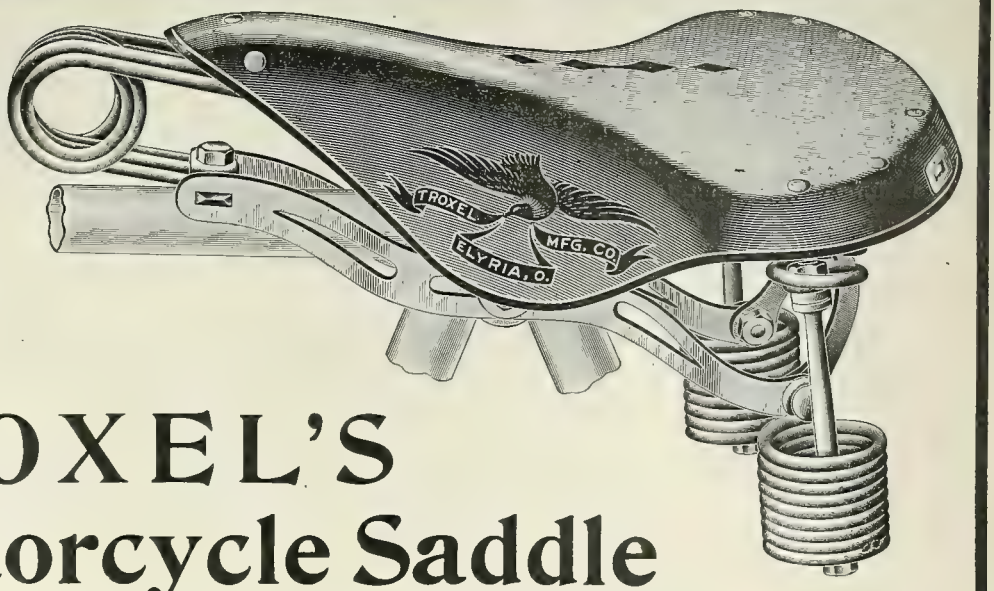
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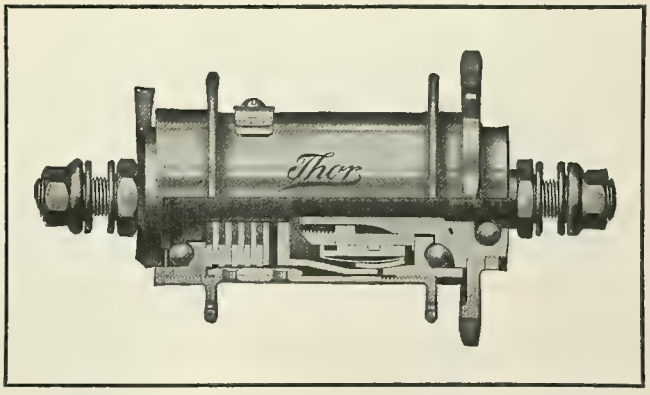
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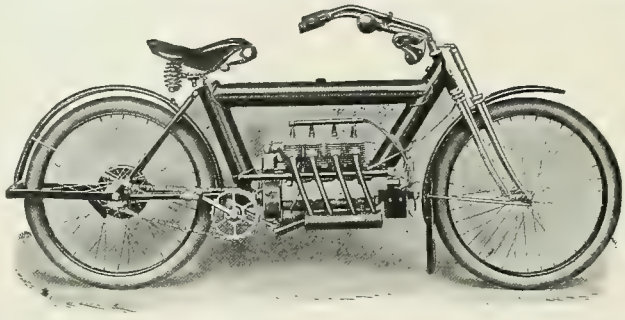
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4 CYLINDER SHAFT-DRIVE

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The Pierce doesn't cost very much more than any other good motrocycle, and as one gets five times as much value for his money it's pure economy to buy one. It's equipped better, it's built better, runs smoother and will last longer than other makes, so I shall give my order to the Pierce agent.

No Tanks
No Chain or Belt
No Batteries
No Vibration
No Complications



Powerful Frame
Mechanical Valves
Automatic Oiling
Magneto
Two Brakes

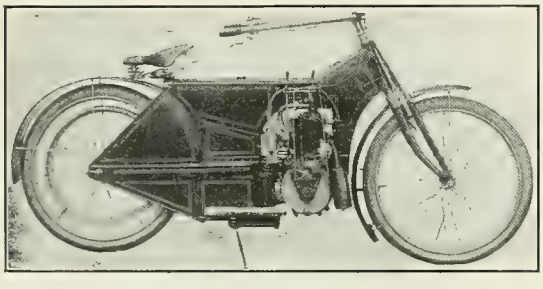
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THE SENSATION OF THE MADISON SQUARE GARDEN SHOW

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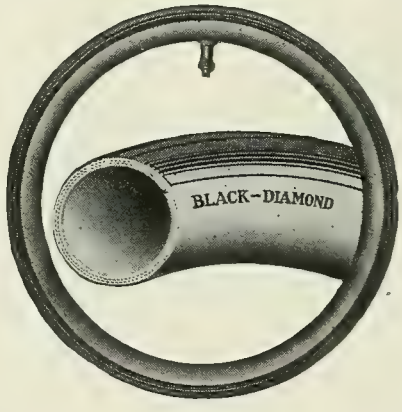


The most comfortable motorcycle ever produced. Built like a car.

Three Types—Single cylinder, twin cylinder and two speed machine.

Write us for catalogue and agents proposition. Also see the Brown adjustable pulley. Will Exhibit at the Boston Show.

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New Black Diamond" Tires have given absolute satisfaction to thousands of riders. Why not buy a tire that will please your customers?

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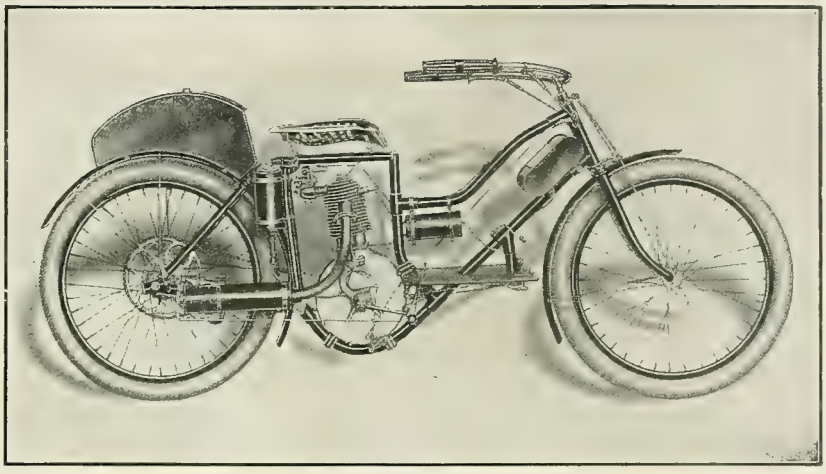
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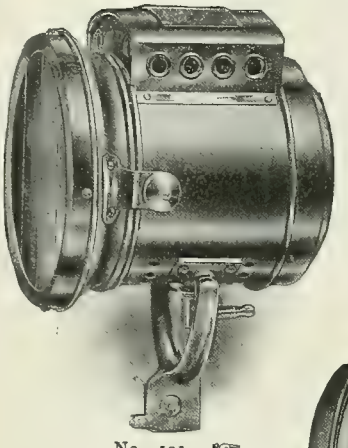
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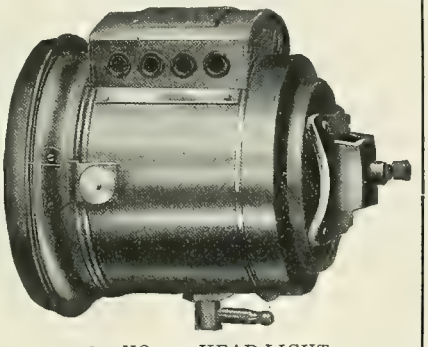
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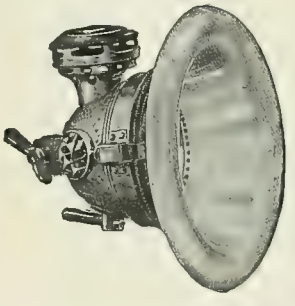


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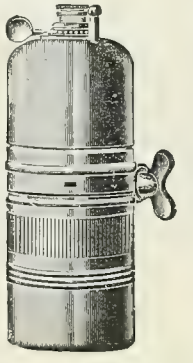




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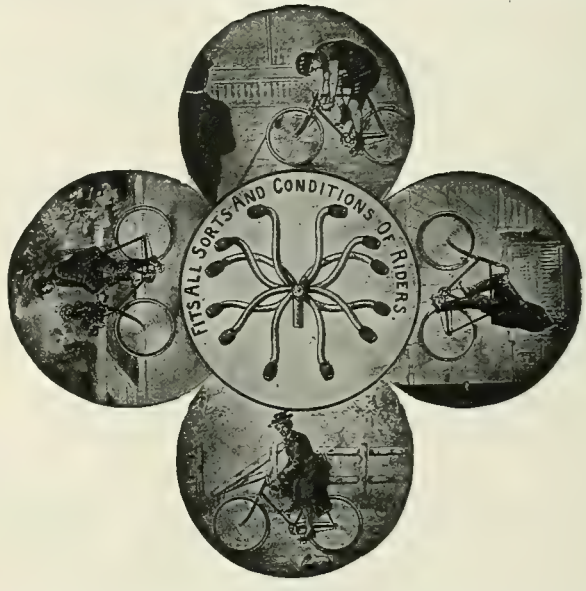
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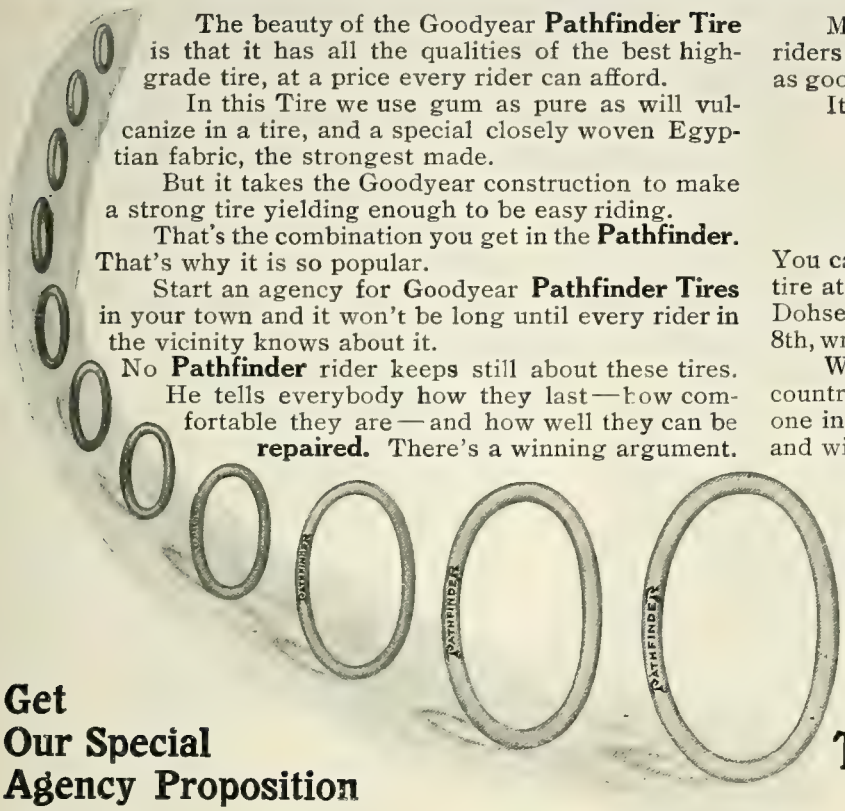
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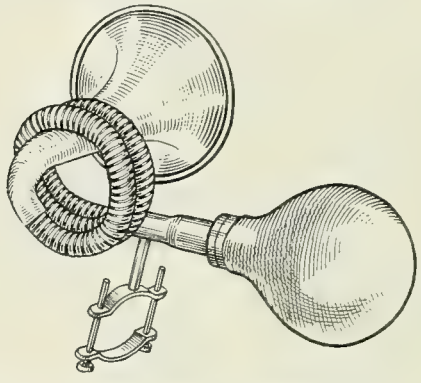
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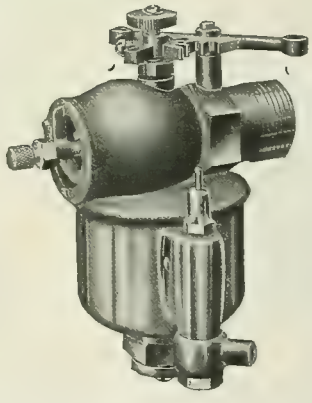
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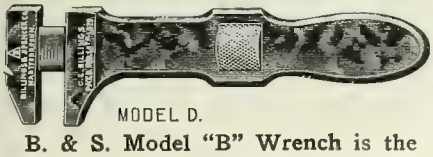
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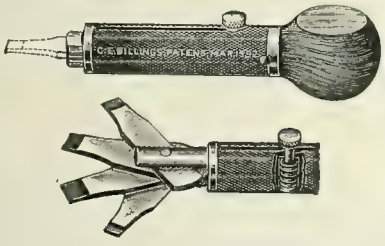


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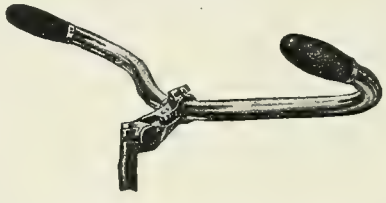


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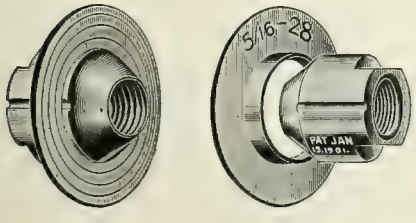


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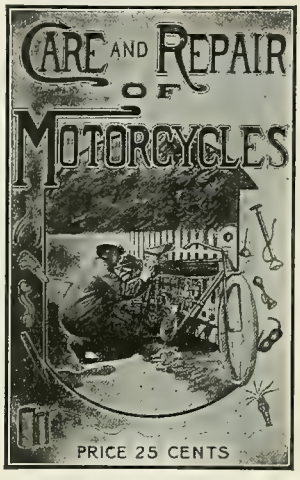


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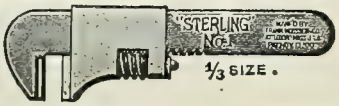


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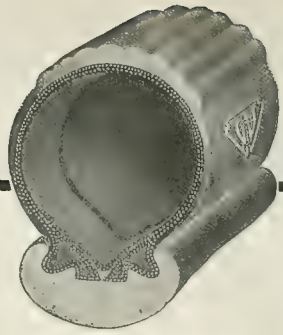
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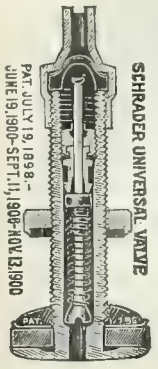
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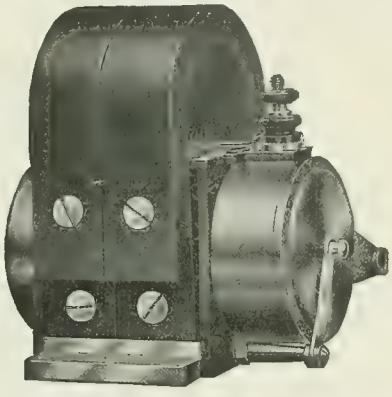
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are the men who will be quick to sell, use or recommend the

Kokomo Motorcycle Tire



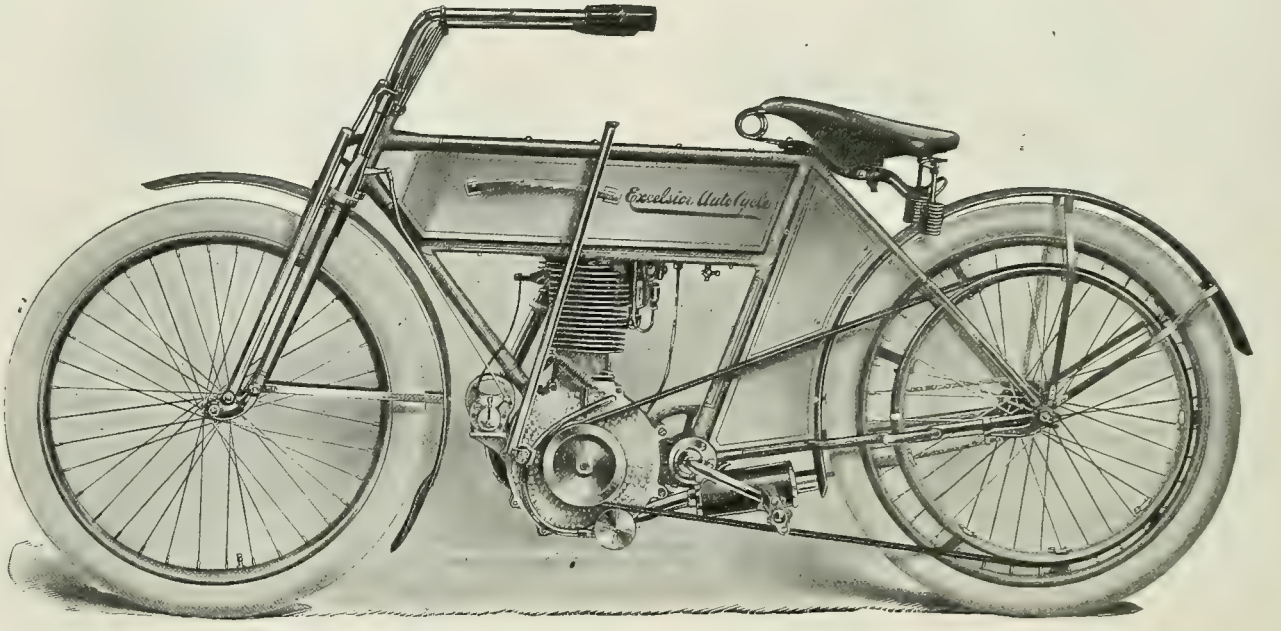
They are in a position to "judge us by our works" and best know the meaning of Kokomo quality and the value of Kokomo tires.

IF YOU ARE NOT FULLY INFORMED WE WILL BE PLEASED TO SEND YOU FULL INFORMATION AND PRICES.

KOKOMO RUBBER COMPANY

KOKOMO, INDIANA

THE 1909 EXCELSIOR AUTO-CYCLE



IS NOW READY FOR YOUR CONSIDERATION

and actually comprises more points of real practical merit than any other motorcycle on the market. Your examination is invited. Compare with any and all others. Note the

STRAIGHT LINE FRAME; POWERFUL, PERFECTLY BALANCED, VIBRATIONLESS MOTOR; LOW, COMFORTABLE SADDLE POSITION; POSITIVE LUBRICATING SYSTEM, and general excellence in DESIGN, MATERIAL and WORKMANSHIP.

Quality counts and the nearest approach to mechanical perfection is reached in the EXCELSIOR AUTO-CYCLE

THE MACHINE THAT IS ALWAYS ON THE JOB

EXCELSIOR SUPPLY COMPANY

ESTABLISHED 1876. 233-237 Randolph Street, CHICAGO, ILL.

MORGAN & WRIGHT MOTORCYCLE TIRES

will give your customers perfect service satisfaction. And that will be good for your business.

We can make no stronger assertion for this year's tire than to say it will fully come up to the standard set last season—and that was high. One large dealer put it—"They certainly were 'the goods' last season, and the other people will have to 'go some' to beat them."

The same heavy-woven auto fabric and the same shaped and wrapped method of construction will be used that we employed with such success last year.

Corrugated, Bailey and Basket Weave Treads. Single or double clinch.

You can't go wrong in recommending and selling them to your customers.

Any manufacturer will honor specifications.

MORGAN & WRIGHT, Detroit

The Dealer Says

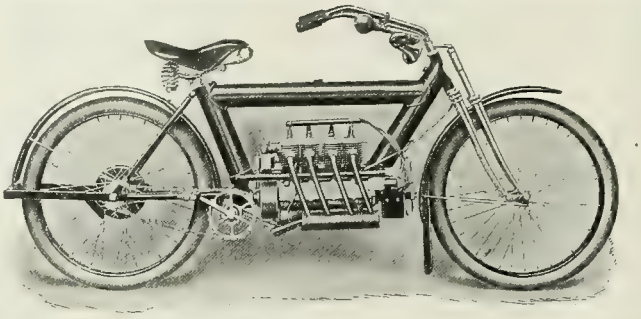
The Pierce is ahead of every other machine. This motorcycle is going to sell everywhere and the agency can be had at small expense. I shall contract at once.

4 CYLINDER SHAFT-DRIVE

The Rider Says

The Pierce doesn't cost very much more than any other good motorcycle, and as one gets five times as much value for his money it's pure economy to buy one. It's equipped better, it's built better, runs smoother and will last longer than other makes, so I shall give my order to the Pierce agent.

No Tanks
No Chain or Belt
No Batteries
No Vibration
No Complications



Powerful Frame
Mechanical Valves
Automatic Oiling
Magneto
Two Brakes

Our Agency Offer Any cycle or automobile dealer can secure the agency for the Pierce Motorcycle. It is well worth having, and if the dealer is wise and takes the combined agency for the motorcycle and bicycles, he has something that will pay him remarkable profits. ¶ Write for motorcycle booklet and 1909 bicycle catalog.

THE PIERCE CYCLE CO., Buffalo, N. Y. Denver and Oakland SPACE 90 AT **Chicago Auto Show.**

You need them; we make them

STAR, STANDARD AND BRIDGEPORT RAT-TRAP PEDALS

STANDARD RUBBER PEDALS

SAGER TOE CLIPS
CYCLE AND MOTORCYCLE TYPES

BREECH-BLOCK SPARK PLUGS

ALL are necessities; all all are ready sellers and in continued demand. All are top-notchers. No stock is complete without them.

QUOTATIONS ON REQUEST.

THE STANDARD COMPANY, Torrington, Conn.

The Reasons Why

¶ Nine men out of ten when they think of bicycles, think of those made by The Pope Manufacturing Company. Why? For the simple reason that they have been continuously and more conspicuously before the public eye than any other make. The dealer for these bicycles has, therefore, a decided advantage at the very start.

¶ But that is only the beginning. Pope bicycles are not only the best known—they are the best bicycles—they are the most widely used—they offer a greater selection in makes, styles and prices—they have more talking points, which give greater chances to make sales. They are the most up-to-date bicycles.

¶ The plant at Westfield is the largest and best equipped bicycle factory in the world. It has the largest output. That means prompt deliveries in any quantity. And the bicycles you get are made at Westfield, not merely assembled there.

¶ Then there are handsome catalogs to help make sales, the finest and most complete issued in the trade—real catalogs, not mere price lists. But we don't stop with catalogs. The catchiest thing in the way of pictorial matter ever put out in the bicycle trade will soon be ready. It will be an eye opener.

¶ In short, everyone knows that we have the goods and the organization. Our competitors are alive to the great strides "Pope" bicycles have made the past year.

¶ We want all dealers to know about our prices and selling arrangements. They are liberal and profit making. Write us today for catalogs and particulars.

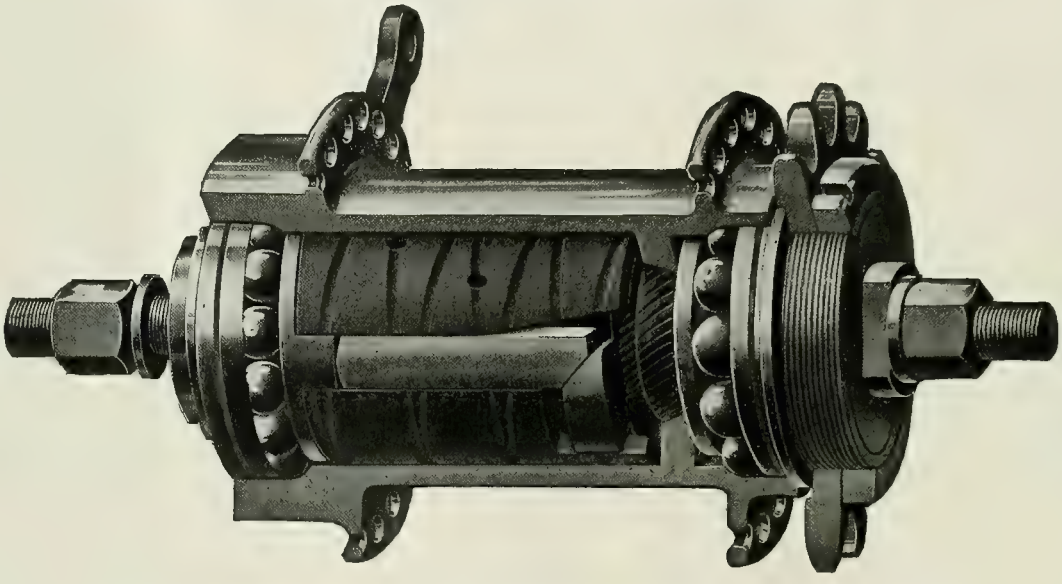
THE POPE MANUFACTURING CO., Hartford, Conn.

THE DEMONSTRATION

of the

Eclipse Coaster Brake

at our exhibit in the Motorcycle Section of the Madison Square Garden Show served to convince thousands of its superiority.



Its simplicity, its great strength, its lever principle, its wide braking surface, and its freedom from springs, rings and other small parts make so plain that a truly satisfactory brake for motorcycles finally is procurable that any man with an open mind readily can see it and must admit it.

IS YOURS AN OPEN MIND?

Eclipse Machine Company

ELMIRA, NEW YORK

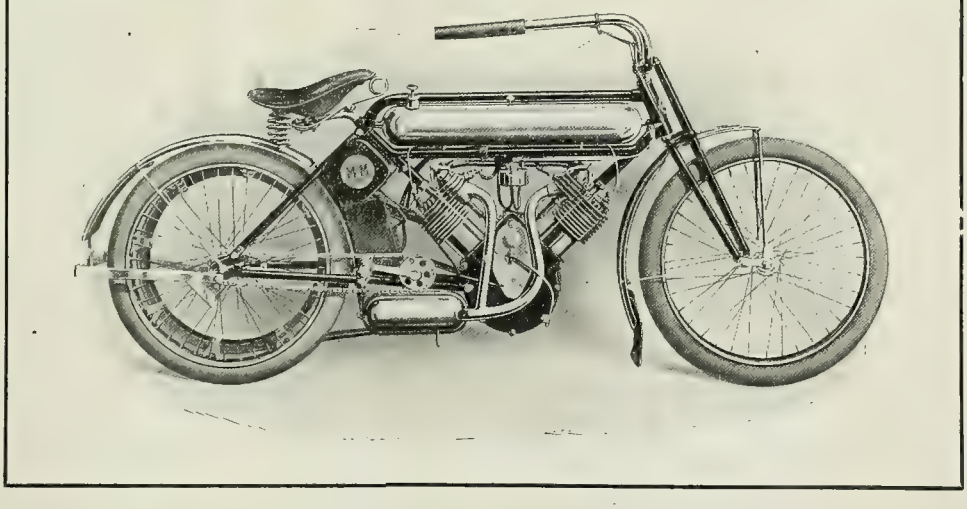
LICENSED COASTER BRAKE MANUFACTURERS

What The Horseless Age Says:

"Motorcycle Construction as Seen at the Madison Square Garden Show"

"The number of double cylinder engines has increased, in response to a demand for greater power, but, strange to say, very little attention has been paid to the subject of proper balance. Many makers of single cylinder engines make the absurd claim that they have perfectly balanced their engines. Only two American makers have given this subject any serious attention. The new Pierce four cylinder has, of course, a good balance, but in the case of the M. M. 90 degree twin a double cylinder engine has been produced with a better balance than a four cylinder. The placing of the cylinders in this type of engine at 42, 45 or 50 degrees produces an engine as poorly balanced as a single cylinder of the same power."

THIS IS THE TWIN ABOVE REFERRED TO



American Motor Company

805 Centre Street BROCKTON, MASS.

Musselman Coaster Brakes are the smallest and best.
Unquestionable guarantee given with each brake.
Sold by all leading jobbers and dealers.
Simple in construction, strong and durable.
Every part performs its work perfectly.
Light in weight, small and compact.
Many coaster brakes, but only ONE Musselman.
Ask the man who has one on his wheel.
No side-arm or lock washer required on the Musselman Brake.

MADE ONLY BY

The Miami Cycle & Mfg. Co.

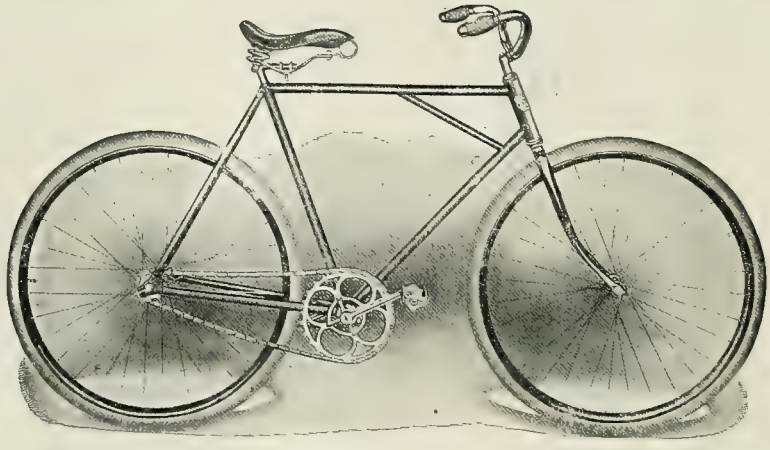
MIDDLETOWN, OHIO

Licensed Coaster Brake Manufacturers

H-U-D-S-O-N

Spells "Quality"

The Wheel with the D & J Hanger



The Wheel with the D & J Hanger

No agency proposition amounts to anything unless the agent gets something out of it. We can show you how and why the Hudson agency is the Best and a profit payer for the agent. Write for particulars

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

DISTRIBUTORS:

J. W. GRADY & CO., Worcester, Mass.
NEW YORK SPORTING GOODS CO., New York.
BAKER & HAMILTON, San Francisco, Cal.
ELYEA-AUSTELL CO., Atlanta, Ga.
HAVERFORD CYCLE CO., Philadelphia, Pa.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVIII | New York, U. S. A. Saturday, January 30, 1909. | No. 19

NEW MEN IN MOTORCYCLE TRADE

John S. Leng's Sons Add Motorcycles to Their Jobbing Lines—F. A. M. Chairman Becomes Kellogg's Partner.

As a result of negotiations consummated during the Madison Square Garden show last week, one notable addition was made to New York's colony of motorcycle dealers and several of the older dealers either changed their representations or increased the number of them.

The addition to the newer trade is the John S. Leng's Sons Co., one of the oldest jobbers in the bicycle business. They have secured the agency for Thor motorcycles for Greater New York, Long Island and all of the State of New Jersey. They will, of course, appoint sub-agents throughout all of the territory, including the Greater City.

The F. B. Widmayer Co. has "taken on" the Harley-Davidson for all of New York City, and the Tiger Cycle Works, whose other name is H. A. Gliesman, will hereafter represent the Royal and the Reliance lines.

During show week, Stanley T Kellogg, who previously had secured the eastern sales agency for the Excelsior, became a firm, so to speak; the other member of it being none other than Robert S. Morton, chairman of the F. A. M. competition committee, who recently had been showing symptoms of succumbing to the allurements of the trade, but who was not the man whom originally it was supposed would "double up" with Kellogg. The firm style will be Morton & Kellogg. The former will be the office man, and Kellogg will do the traveling over the extensive territory comprising the firm's domain.

They already have secured a choice location on upper Broadway, near Sixty-fourth street, which is sufficiently large to permit of sales, storage and repair departments. In addition to handling Excelsior territory, it is probable that the new firm will also have a local sub-agency for one of the best known chain driven motorcycles, negotiations to that end being in progress.

Apstein to be Assessed for Damages.

Following the entering of a decree and an injunction against David Austein, of Bridgeport, Conn., for infringement of the patents on the metal tire repair plugs owned by R. W. Simpson, Louis Schwab and Frank N. Stevens, the latter two constituting the firm of Stevens & Co., New York, Judge Platt in the United States Circuit Court at Hartford has appointed Charles E. Pickett a master to investigate Apstein's profits and to assess the amount of damage. The injunction issued is perpetual and restrains Apstein and all and any of his associates, employes, agents, etc., from making, selling or using the infringing plugs.

Hendee Bags Big Police Order.

The Hendee Mfg. Co. this week gathered in the order for re-equipping the Philadelphia police with motorcycles. The 2¾ Indians now in use will be replaced by 3½ Indians equipped with magnetos. The order calls for 30 machines, to be followed by 5 or 10 more.

Forest Retires from Rochester Firm.

The firm Forest & Malone, Rochester, N. Y., has been dissolved, Vincent S. Forest retiring. The business will be continued by James J. Malone at the old address, 10 Monroe ave.

Hartford Tire's Chicago Branch Moves.

The Hartford Rubber Works Co.'s Chicago branch has been removed to 1200-02 Michigan avenue. Previously it was located at No. 83 on the same thoroughfare.

Six Per Cent. for 3-in-One Workers.

The 3-in-One Oil Co. have again shared profits with their employes. The 1908 distribution amounted to six per cent of the workers' annual wages.

DETAILS OF POPE REORGANIZATION

Certificate of Incorporation Reveals Some Facts and Figures—How the Capital Stock is Distributed.

The filing of its certificate of organization in the Connecticut court has served to make public property some of the details of the internal composition of the new Pope Mfg. Co.

The official document shows that the amount of capital with which the company was authorized to commence business, $3,000, has been paid in cash. Of the preferred stock, 25,000 shares of the aggregate par value of $2,500,000 have been issued and 40,000 shares of the common stock of the aggregate par value of $4,000,000. The certificate states that the amount paid thereon in cash is $3,000 and in property other than cash, $6,497,000. Of the common stock Harry Bronner, Frederick H. Ecker and August Heckscher, of New York, each hold seven shares; Milton Ferguson, Albert Stickney and Henry V. Poor, of New York, Albert L. Pope, George Pope, Charles E. Walker and Wilbur C. Walker, of Hartford, Arthur W. Pope, of Boston, and Lewis H. Freedman, of New York, each one share, and the remainder, 39,970 shares, is held by Harry Bronner, Frederick H. Ecker and August Heckscher, as the reorganization committee of the Pope Mfg. Co., which also holds the 25,000 shares of the preferred stock.

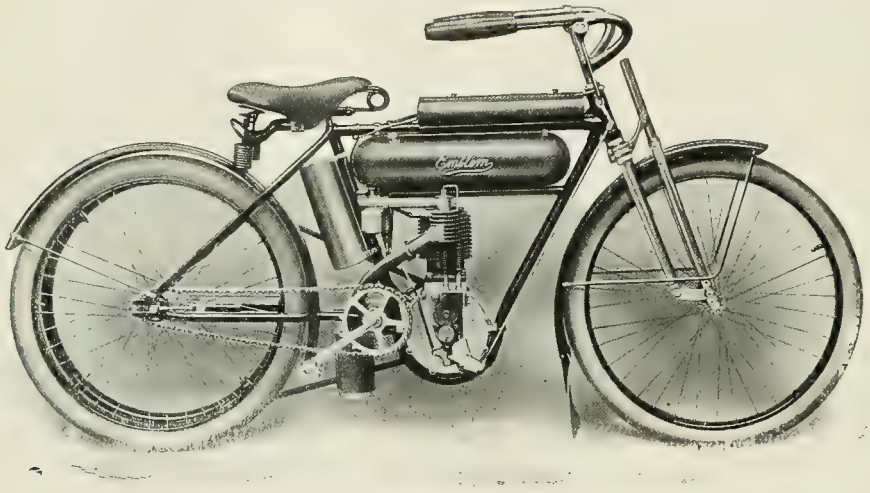
To Mix Speedometers and Spark Plugs.

The Jones Speedometer Co., New York, has gone into the spark plug business also—not as manufacturers, but as general distributors of the Mezger Soot-proof plugs. They will be handled in connection with the speedometers at the Jones branches in Boston, Philadelphia, Baltimore, Cleveland and Chicago, at which full stocks will be carried.

FEATURES OF THE NEW EMBLEM

Among Them are Triangular Full Frame Reinforcement and Ball Bearing Engine with Mechanical Valves.

In making its re-entry into the motorcycle industry, the Emblem Mfg. Co., Angola, N. Y., as the Bicycling World stated two weeks since, did so with a machine of their own design and manufacture. It made its first appearance last week at a "private show" conducted by its makers in Hotel Victoria, New York, and while two models, 3½ and 4 horsepower respectively, will be built, they will differ only in respect to engine dimensions, being alike in all other details.



1909 EMBLEM MOTOR BICYCLE.

The now popular double truss frame, is used, the engine being carried in a loop well below and forward of the crank hanger. A novel feature is the use of an internal triangular reinforcement throughout the length of the frame insuring rigidity and strength. All frame fittings are drop forgings, with outside joint construction, and the head cluster is webbed, providing additional strength at a vital point. The spring fork is of the compound type, with vertical action and telescoping springs of liberal size, adjustable to load.

The engine is of the single cylinder type and is of Emblem manufacture. The cylinder and head is an integral casting ground to size, and fastened to the base by four capscrews at the bottom. All valves are mechanically operated and are of large size, the inlet being over the exhaust and depressed by a tension rod. Both main shaft and crank pin are carried on ball bearings of large dimensions, reducing friction and making for durability.

The exhaust is led through a large tube with easy bends, to a muffler of ample size, with expansion chamber, and suspended beneath the hanger bracket. Ignition is by battery and coil carried in a case on the top bar, and are readily accessible by removing the top cover. They are securely fastened by clips to prevent movement and broken connections. A magneto will be furnished at an additional cost when desired.

The carburetter, also of Emblem construction, is of the automatic compensating type, and is claimed to give a perfect mixture at all speeds. The oil reservoir has a capacity of two quarts and is fastened to the rear of the seat mast tube. Oil is fed to the engine by force pump, contained in the tank. Control is of the double grip pattern, but differs from other devices of the kind by the employment of spiral gears, transmitting motion through hollow telescoping tubes of square section, and thence through levers to the circuit breaker and throttle. Power is transmitted to the rear wheel by a rawhide V belt of linen fabric construction to prevent stretching. No idler is used a liberal range of adjustment being provided at the rear stays. An eccentric contained in the hanger bracket permits of independent pedal chain adjustment. The gasolene tank of seamless copper tubing is carried between the upper and lower members of the truss, and has a capacity of 1½ gallons. It is provided with a ball valve shutoff contained in the tank. Twenty-eight inch wheels shod with 2½ inch tires are fitted, and wide mudguards with front splasher, make for protection of machine and rider from mud and dust.

British Exports Increase in 1908.

The exports of British cycles and cycle parts in December, 1908, not including motorcycles, included 7,787 complete machines, valued at £31,221, and parts valued at £97,394, a total of £128,615 The figures for the corresponding month in 1907 were 5,630 complete machines, valued at £26,930, and parts valued at £58,408, a total of £85,338. For the full calendar year the figures were 99,377 complete machines, valued at £461,913, and parts valued at £957,086, a total of £1,418,999, as against a total of £1,288,406 in 1907, made up of 102,383 machines, valued at £508,783, and parts at £779,623.

THE DISMANTLING OF AN ENGINE

How the Process Employed Makes for Much Labor or Little—The Method that Makes Things Easy.

When it becomes necessary to remove the engine from the frame, the manner in which it is undertaken has considerable bearing on the amount of labor involved.

On old Indian or Thor type machines all wiring on the engine first should be disconnected, and all screws removed in so doing should be replaced to prevent them becoming lost. Next disconnect the lubricating oil pipe at the top of the oil cup, and the exhaust pipe at the explosion head, care being taken not to break off any flanges in so doing, which would reduce the radiating surface, and detract from the appearance. It then is in order to remove the two nuts which fasten the control rod to the circuit breaker case—not forgetting to replace the nuts on the rod—and to disconnect the inlet pipe union at the carburetter, which then will be supported by the throttle control rod and gasolene pipe and need not be removed unless it is so desired.

At the inner end of the right hand pedal crank is a tapered hexagon nut which locks both cranks, and which now should be removed. This done, a slight tap on the bolt upon which the nut was screwed will loosen the cranks; the right hand crank and sprocket and chain intact thereon then may be pulled out of the sleeve. It is not necessary to remove the left crank. Detach the chain guard on the left side and remove the short drive chain, not forgetting to replace the connecting link parts to avoid losing them. Beneath the engine base on the right side will be found a drain pipe for old oil which now may be disconnected.

Removing the saddle and seatpost and the use of a bar of ⅜ inch square stock and monkey wrench will permit the engine head bolt to be loosened; the two lower engine case bolts on the right side which fasten the engine to the clamps, also should be detached. Following this operation, remove the binding bolt, which retains the right engine clamp, and the latter then may be forced off. The left clamp need not be disturbed.

If these directions have been followed the engine may be bodily removed from the frame with a minimum amount of labor, but care should be taken to replace all nuts and screws in their proper places to prevent losing them, and to avoid marring nuts and screws, otherwise the assembling of the machine will prove vexatious.

New Orleans is the latest city to institute a motorcycle police squad. Four 3 horsepower Thors have been purchased for the purpose and will be employed not wholly for the pursuit of automobile scorchers, but for general emergency work.

PHOSPHORUS FOR RUSTPROOFING

Some Particulars of Its Use in the Coslett Process—Not Applicable to Any and All Metals.

Concerning "Coslettizing," the "pickling" process that renders steel impervious to rust, which has been adopted by several well known British makers, to which the Bicycling World has made reference several times, T. N. Coslett, chairman of the Coslett Anti-rust Syndicate, Ltd., recently has let the public into some of the details of the process.

"The Coslett process consists essentially in the incorporation of phosphorus with the surface of steel and iron, hence changing the chemical nature of the superfices," he writes. "This chemical change only penetrates to approximately a thousandth part of an inch, yet this penetration (or rather combination) is sufficient to render the surface immune to rust under climatic influence.

"Now, should phosphorus become absorbed throughout the entire mass of steel or iron subjected to treatment, the results would be fatal to the metal, rendering it cold sheet and consequently useless for any practical purpose. It will, therefore, appear somewhat strange that phosphorus, which has so deleterious an effect upon steel or iron when intimately commingled with the structure of these metals, yet when allied with the surface only becomes not only harmless, but actually of the greatest value in resisting corrosion.

"The operations attending the process are of the simplest description, and can be negotiated by any intelligent workman. A rectangular vat and a Bunsen burner comprise the apparatus, although on a large scale steam coils or fires are utilized.

"The phosphorized solution is placed in the vat and brought to the boil. The steel or iron articles (clean) are then immersed in the liquid and allowed to remain for two and a half or three hours, the solution meanwhile being retained at boiling point. The articles are ther withdrawn, rapidly dried, and subsequently oiled. The process is then complete.

"The cost of chemicals in Coslettizing is exceedingly small. For instance, several large cycle firms are working vats each of 400 gallons capacity, and the cost of chemicals each time the process is carried through pans out at less than 2s A 400 gallon vat will Coslettize 40 cycle frames besides numerous components each time the process is negotiated.

"As far as plating upon the Coslettized article is concerned, we have not so far succeeded in obtaining satisfactory results. The basic compound does not lend itself to the electro deposition of nickel or other metal, as the surface is no longer purely metallic, but associated with an element which changes the physical characteristics of steel or iron as far as the superfices are concerned.

"It is impossible to Coslettize any metal other than iron and steel. For example, when a steel article which has been nickeled, coppered, or silvered on certain parts and the remainder left intact and subsequently Coslettized, it will be found that the process has no effect whatever upon the plated parts, but has attacked the steel surface only with the results of giving a dead black background to the brighter deposits, inducing a contrast at once beautiful and artistic. Coslettizing is applicable for all metals (steel or iron), such as chains, brakes, spokes, and rims, but it must be remembered that the product is only skin-deep and necessarily wears away with the steel when undue friction is applied. Brake pads, no doubt, in the course of time would tend to wear away the surface of treaded rims as it would the steel itself, but that should not militate against the process, as the constant friction of the pads would tend to keep the surface bright and free from rust."

Motorcycle Stand from Philadelphia.

An addition to the many motorcycle stands now on the market has been brought out by George W. Reinbold, Philadelphia, Pa., to be known as the Reinbold motorcycle stand. It is of the folding type, constructed of steel with hinged joints guaranteed not to rattle. It weighs 4 pounds and may be attached to any machine, either on the axle or the rear stays, additional fittings being supplied with the latter type. It can be quickly applied or removed, and swings up and attaches to the end of the iron guard when not in use. Being tested to support 750 pounds it is guaranteed to sustain any machine with its rider with the motor running, and is supplied in two styles, black enamel finish and full nickel.



SALESMANSHIP AT THE SHOW

Lack of Information that Must Have Proved Embarrassing — An Incident that Points to a Plain Moral.

It was not alone in lack of knowledge regarding the piston displacement of the machines which they represented that several salesmen in the motorcycle section of the New York show proved themselves deficient. Some of them were not even informed concerning the new features of the goods they were striving to sell, as was instanced on several occasions.

"What about your new valve lifting mechanism?" inquired a well posted visitor who had digested the Bicycling World's forecast and therefore knew what to look for, when he sought out one of the salesmen in question.

"Is there anything new about it?" responded the surprised salesman with an interrogation of his own.

The visitor explained what he knew of it.

"Why, I didn't know we had it," then frankly confessed the salesman. "I'm glad you called my attention to it before someone else came along and 'stumped' me. No, I can't tell you a thing about it. You'll have to call again when our mechanical man is here."

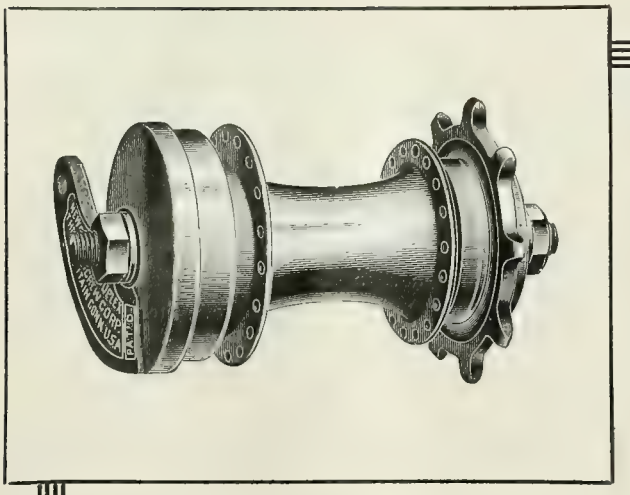
It was not a valve lifting arrangement that was the particular feature in issue, but for the purpose of this true-to-life story, that mechanism will serve as well as anything else.

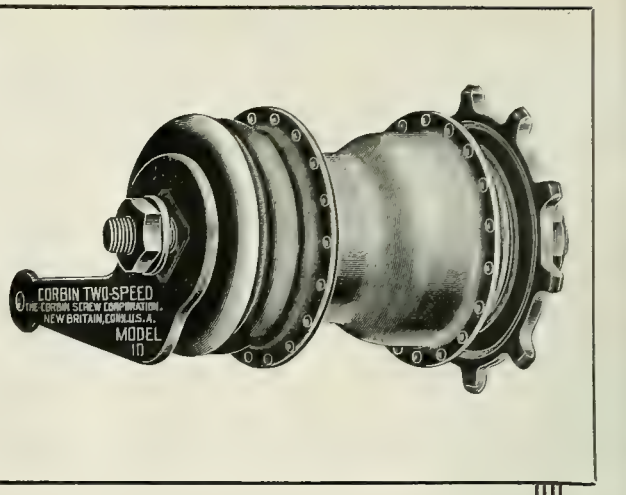
Sale that was Made Without Speaking.

While it is not often that the sale of a motorcycle is consummated without speaking a word, a case of the sort occurred at the Hendee booth during the Madison Square Garden Show. Among the many visitors was a party of seven deaf mutes, all in the military uniform of some institution, who evinced a lively interest in the Indian, but were handicapped from adding to their store of knowledge by their inability to talk. However, a Springfield rider who is a deaf mute and who has ridden an Indian for some years, happened to be present and taking the visitors in hand, conveyed to them a very thorough understanding of Indian merit by a lengthy exemplification of rapid fire sign language. It was quite an exhibition while it lasted. At the conclusion of the "talk," one of the uniformed party succumbed to the "silent salesmanship" by placing his order.

Barnett Embarks in Trade in Brooklyn.

Samuel Barnett, president of the Empire City Wheelmen, of Brooklyn, N. Y., and once one of England's crack racing men, has embarked in the trade at 374 Fifth avenue, Brooklyn. The sale of "foreign and domestic cycle accessories and fittings" will be his specialty.





Practically Every Manufacturer of Bicycles and Motorcycles

is glad to honor specifications for

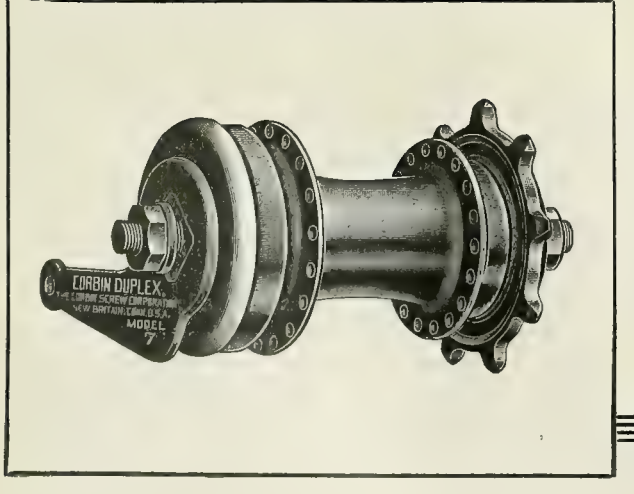
Corbin Coaster Brakes

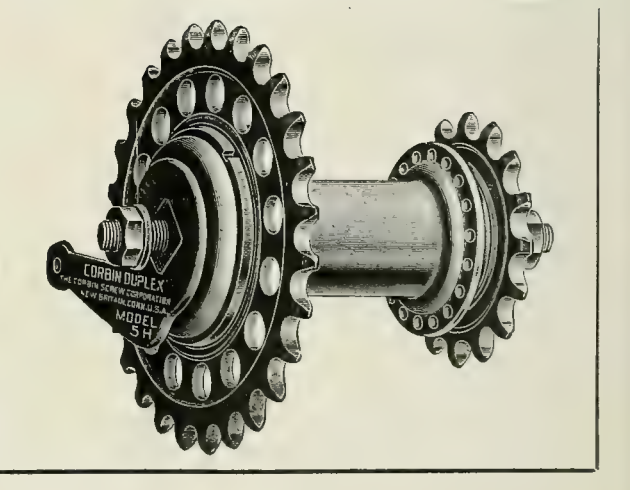
They know that anything bearing the name Corbin is safe and will match the reputation of the highest grades and assist the sale of any other goods.

CORBIN SCREW CORPORATION

NEW BRITAIN, CONN., U. S. A.

LICENSED COASTER BRAKE MANUFACTURERS.





THE BICYCLING WORLD and MOTORCYCLE REVIEW
FOUNDED 1877

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☞Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

☞Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 648.

NEW YORK, JANUARY 30, 1909.

For a Standard of Horsepower.

Anyone who critically considered the full and enlightening table giving the detailed specifications of each of the motorcycles exhibited at the Madison Square Garden show, which table comprised one of the features of the Bicycling World's show number, must have been deeply impressed by the wide disproportions existing in the relation of horsepower to piston displacement.

It is a table which strikingly illustrates the elasticity of the horsepower rating and the value of piston displacement as an inflexible and unerring check or tell-tale. The figures should prove as suggestive and as helpful to motorcycle manufacturers as to anyone else for it indicates plainly that some of them are deceiving even themselves.

Taking the single cylinder motors rated at from 3 to 3½ horsepower, the table reveals that they range from 19.30 cubic inches displacement to 30.50, going upward in such steps as 20.21, 22, 24.52, 26, 26.96, 29, 30.16, 30.25 and finally reaching the 30.50 limit. On the other hand, there are 2¾ horsepower machines, with a displacement of 19.30 cubic inches. In the 4 horsepower singles, of which there are comparatively few, there is something like consistency; their displacement varies from only 30.16 to 30.49. When the cylinders are doubled up into twin engines the discrepancies are made the more glaring Thus there are twins rated at 6 horsepower, the displacement of which varies from 38.60 to 54 cubic inches, while there are those of 38.61 cubic inches rated at 5 horsepower. and another of 52 cubic inches at 7 horsepower and still others of 44 cubic inches at 5-7 horsepower. Of the four cylinder models one rated at 5 horsepower works out at 27.31 cubic inches, and another rated at 6-7 horsepower at 34.50 cubic inches.

The figures make plain that there is almost crying need for mutual agreement on a basis for rating and this would seem to be one of the objects for which the Motorcycle Manufacturers Association was organized and to which it may apply itself with profit to its members and to the public. The automobile manufacturers associations in this and other countries have adopted standards of the sort—most of them complex—and there is no reason why the M. M. A. should not do likewise.

Assuming that the association will decide to undertake the establishment of a standard of the sort, the Bicycling World suggests as an improvement on the automobile formulas which require resort to slide rules or algebras, or both. a simple standard that will be intelligible to the man or the boy who has no knowledge of either slide rules or algebraic hieroglyphics, as, for instance, an agreement that, say, 10 cubic inches piston displacement shall constitute one horsepower, and that all measures of horsepower shall be based thereon

Of course we are well aware that this definition is so alarmingly at variance with all the teachings and practices of scientific engineering that it will cause a fearful rattle of dry bones and impel the highbrows to throw up their hands in horror at the very thought of attempting to upset Watts's cherished and time-honored 33,000 pounds-per-horse theory and of throwing to the dogs the volume of compression, the speed of fly wheels, the quality of gas and all the other factors so dear to the heart of the engineer and which on occasion constitute such convenient refuges and serve so effectively to befog the issue and make it possible to add 2 and 2 and make the result 5, or to make 20 appear 30 But there are no reasons why the hard-headed business men comprising the Motorcycle Manufacturers Association should bow low in reverence for either Mr. Watts's theory or the technicalities of learned professors or engineers. The world has progressed only by reason of radical departures from the ways of our grandfathers and if the M. M. A. can assist in giving the term horsepower a definite and inflexible meaning akin to the inch or the quart or the pound measure it will have assisted in furthering the world's intelligence, understanding and progress So far as action of the sort affects designers and engineers it merely is equivalent to saying to them: "Here are so many cubic inches; take them, and without 'ifs,' 'ands' or 'buts' make the most of them and to those of you who attain the best results, the greatest credit and the greatest fame and wage will be due and will accrue."

Such definition and such a dictum may cause not a few of the designers and engineers to squirm, object and argue and generally to feel uncomfortable. but the policy will make for an improvement in the breed of the men and in the quality and efficiency of their productions. The world, too, will be the wiser and then will know exactly what "horsepower" signifies, not what it is supposed to signify. Ratings will be accurate and understandable; there will be no room for discrepancies or for underratings or overratings, and no occasion for slide rules, algebras, arguments, evasions, excuses or explanations.

W. F. Mann, the F. A. M. Commissioner for Massachusetts, who is proving himself to be the right man in the right place, has issued another appeal to the motorcyclists of his State urging them to come into the fold and thus contribute both moral and financial support to the fight for legislative relief which he so manfully is leading. The F. A. M. has given a generous sum, but the work is expensive and more funds are necessary; they should be forthcoming from the men of Massachusetts in whose behalf the expense is being incurred and who will be the direct beneficiaries. Every motorcyclist in the State who is even half a man should be ashamed to permit Mann's appeal to go unheeded. It is their fight that he is fighting and there is not one of them whose well being will not be furthered by any success attained. Every member added to the F. A. M. will add to the available funds and as membership carries with it a number of tangible returns the "What do I get for my dollar?" question has a ready and substantial answer.

CORRESPONDENCE

Trio of Questions and the Answers.

Editor of the Bicycling World:

Will you please answer the following questions in your paper:

1. Is the belt drive better than the chain and why? 2. What are the relative advantages of automatic and mechanical valves? 3. What makes of motorcycles did Derosier, Goerke, Kellogg, Huyck, Shafer, Godfrey and Wray ride when they made their world's records?

SUBSCRIBER, Columbus, O.

[1. The belt vs. chain discussion has raged for so many years that it has become tiresome and profitless, and we will answer no more questions relating to the subject. Generally speaking, the advocates of belts maintain that they are smoother and quieter in action and more cleanly and more economical than chains. The adherents of the latter as stoutly assert that with roller chains and compensating sprockets, chain transmission is equal to belt drive in every other respect and has the great advantage that it positively delivers every possible ounce of power generated by the motor and does not slip in any weather. It largely is a case of "pay your money and take your choice."

2. Automatics are simpler and quicker acting, but more variable; mechanicals are absolutely positive and succeptible to none of the troubles due to the employment of springs, the elimination of which in nearly all things is desirable.

3. All save Shafer, Godfrey and Wray rode Indians. Shafer used a Thor, Godfrey a Rex, and Wray a Peugeot, but if you have in mind Wray's 44⅔ mile, it is not a record, merely a notable performance. It was made on an abnormal 14 horsepower twin far exceeding the F. A. M. displacement limit of 61 cubic inches.]

Common Sense Ideas of Cycling.

Editor of the Bicycling World.

While looking over a back number of the English publication, Cycling, I could not help thinking how they ride on the other side, as compared with our milder form of the sport. I am not praising the English in any way, but we cannot help agreeing that they really do "cycle" over there, and that the tourist at least has some consideration for brother cyclists. They all carry lamps after dark, but how many New York riders would carry a lamp, even for their own safety?

In my mind, the law should require that lamps be carried by all, and that no exceptions be made. A sensible rider will carry a lamp at all times whether or not there is a law compelling him to do so, and by forcing the reckless rider to carry a light after a certain time would assure a certain amount of safety to every one.

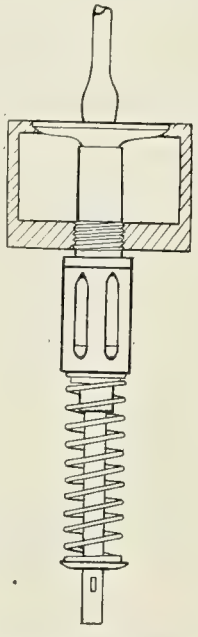
Another annoying thing that happens very often is, to be stopped by a rider who has broken down, only to be asked for the loan of some tool or other. This, I think is about as vexing an occurrence as one cares to tolerate. When starting out for a spin, no matter whether it is for a mile or for a hundred miles, one can never tell what is going to turn up before you reach home, and a person who is too lazy or too careless to take the necessary precautions, ought to be stranded, and, to use a little slang, stranded "good and proper." All that is necessary to carry for the common mishaps can be put in an ordinary tool bag, a thing which takes up very little room, and weighs comparatively nothing. As far as I am concerned, a wrench, a screw driver, oil can, tape and a couple of repair links, and a pump would complete my tool supply for the ordinary day's ride. How many riders will you find now-a-days carrying a pump, not to mention a lamp or tool bag? All that the average rider seems to want of late years is to have his wheel and himself look as light as possible, and as near to the cartoons of the six-day riders as one can imagine—no tools, no pump, no lamp, but a high saddle, very low handle bars and the craziest freak of a sweater obtainable seems the general idea of too many bicycle riders.

Although I must say that I do not admire the English for more than one reason, yet, in my mind they have the real touring idea in every sense of the word. Are we going to let the Britishers keep ahead of us in this great pastime?

J. W. THOM, New York.

To Facilitate Grinding in a Valve.

Grinding in a valve is usually a tedious operation, and anything which serves to reduce the degree of labor required to accomplish it is well worth while. In order that an even seat all around may be secured,



it is necessary that the valve be occasionally lifted from its seat. This can best be done by taking an old automatic inlet valve spring and after cutting off a few coils, slipping it over the valve stem throughout its length, as shown by the accompanying illustration. When the valve is inserted in its proper place the spring will rest on the upper end of the guide and hold the valve off its seat when the screw driver pressure is released, obviating the necessity of raising the valve by hand to secure a new grinding surface.

Dealing with Igrition Troubles.

Editor of the Bicycling World:

I have tested my machine in a dark room, as you advised in your issue of November 7th, in response to my inquiry as to why I am unable to get more than 60 miles from a dry battery. The trouble seems to be in the coil. When the switch plug was in place and the secondary wire was rubbed over the cylinder, it made a faint light, and to prove the wiring all right, I tested it with batteries and coil apart from the machine. When I fastened either one of the coil primary wires to one battery terminal and scratched the plug wire over the other one it showed a faint light. Can this be the cause of the short lived batteries? I don't see how, because when on the machine the plug wire is insulated by the spark plug. If this has nothing to do with it, can you tell me what there is about the coil that could cause it, and how it could be remedied? The coil works all right otherwise.

R. G. M., Circleville, Ohio.

[When one battery terminal is connected with either of the coil primaries and the plug wire is connected with the other battery terminal, a current is caused to flow through the secondary winding of the coil because the grounded end of the secondary is connected with the grounded end of the primary. This is necessary in order to complete the secondary circuit through the plug. It is true that the plug wire is insulated at the cylinder by the plug itself, but this is only in order to secure a spark at the gap between the points of the plug. In order to complete the secondary circuit the high tension current must return to the coil, which it does by way of the commutator wire in most cases. Although the faint spark under these conditions probably does not indicate anything wrong with the coil, the fact that only a faint spark comes when the coil is connected in the regular way and the plug wire scratched across the cylinder, may indicate that there is trouble within the coil. The insulation in the condenser may be punctured, for instance, which would cause an abnormal current consumption, though in that case there likely would be an undue amount of sparking at the contact breaker, which you do not mention as among your symptoms. Provided there is absolutely no cause of short circuiting in either the wiring or in the method of mounting or connecting the batteries, it might be well to try a new coil or to submit the old one to an expert. The makers usually will test it free of cost.]

INCREASED MILEAGE FOR 1908

Annual Report of C. R. C. of A. Shows Growth of Interest—Cummings and Hedden the Honor Men.

If further evidence than the annual report of the century-mileage competition conducted by the Century Road Club Association, published in last weeks Bicycling World, were needed to prove that century and mileage riding is again on the upwave, the annual report of the Century Road Club of America will more than settle the question. Not only did members of the "America" ride many more centuries and miles



W. L. CUMMINGS, Winner of Century Contest

than the members of the "Association," but they made better records than for the past several years.

W. L. Cummings, of Brooklyn, N. Y., won first prize in the century competition for 1908, rolling 76 centuries, six more than were made by Joseph Noe, of Jersey City, N. J. In the contest of 1907 Cummings and Noe finished fifth and fourth, respectively. The total number of centuries ridden last year amounts to 603 as compared with 426 for the year before. Forty double centuries and 7 triple centuries were ridden last year, as against 14 doubles and one triple during 1907.

For the second successive time J. W. Hedden, of Brooklyn, won the mileage competition, covering 17,811 miles during the year. Hedden's winning mileage in 1907 was 15,891. Joseph Noe, who was second in 1907 with 9,590 miles, finished in the same position in the contest just ended, but with a total of 12,198 miles. T. W. Davis, the Peoria (Ill.) octogenarian, who passed the 5,000 miles mark in 1907, did so again in 1908 and ranks eighth in the standing. During the year 113,827 miles were ridden; the preceding year the mileage was 70,611. During the year 102 thousand mile bars were issued.

Joseph Noe, who finished second in both mileage and centuries gained the distinction of riding 11 double centuries during the year, while W. L. Cummings rode four doubles and one triple century. Cummings would have scored two triple centuries but for a bit of hard luck in the second time he tried. Cummings started out one Saturday and rode some miles before he had to stop with a puncture. Next he ran over a cat and broke his front wheel. After sending back to Brooklyn for a new wheel he rode until a sharp stone cut his rear tire in two. He managed to get another tire and finished, but was just 20 minutes later than the allotted time in which to make a triple. The following members scored multiple centuries during the year:

Joseph Noe, 11 doubles; W. L. Cummings, 4 doubles and 1 triple; J W. Hedden, 4 doubles and 4 triples; J Pike, 4 doubles; George Hausenbauer, 4 doubles; Charles Hausenbauer, and Philip Katz, 2 doubles and 1 triple each; William Russell, 2 doubles; Fred E. Mommer, J. De Bruyn, Fred I. Perreault, A. H. Seeley, I. Crook, M. Nehrbauer, C. Dusel and H. E. Grupe, 1 double each.

Special bars were awarded the following for passing their 100 centuries marks during the year: Emil Leuly, Joseph Noe, W. L. Cummings and J. W. Hedden.

Alfred H. Seeley, of New York City, won the Mommer Trophy, a silver cup awarded the member bringing in the most new members, riding the most miles and most centuries, the conditions being that in order to qualify a member must ride at least 5,000 miles, 20 centuries and secure at least 10 new members. Seeley rode 5,153 miles 36 centuries and brought in 14 members. As will be seen by the accompanying photographs Cummings and Hedden both rode Pierce bicycles.

The list of those who reported three or more centuries is as follows:

1	W. L. Cummings, Brooklyn	76
2	Joe Noe, Jersey City, N. J.	70
3	J. W. Hedden, Brooklyn	62
4	Geo. Hausenbauer, Brooklyn	40
5	Chas. Hausenbauer, Brooklyn	38
6	A. H. Seeley, New York City	36
7	F. I. Perreault, Malden, Mass.	28
8	F. E. Mommer, New York City	24
9	J. R. Pike, W. Hoboken, N. J.	20
10	Wm. L. Russell, Brooklyn	19
11	Philip Katz, Brooklyn	18
12	Israel Crook, Brooklyn	15
13	John De Bruyn, New York City	12
14	Emil Leuly, W. Hoboken, N. J.	11
	Harry Early, Bayonne, N. J.	11
15	E. L. Groff, Jersey City, N. J.	9
16	Emil Fraysse, New York City	8
	Edward Schmidt, Greenville, N. J.	8
	Harold E. Grupe, Brooklyn	8
17	H. H. Hintze, New York City	7
	H. E. Fischer, W. Hoboken, N. J.	7
	C. B. Walker, Brooklyn	7
18	M. Nehrbauer, Union Hill, N. J.	6
19	Harry B. Hall, Brooklyn	5
	Andrew Clausen, Chicago, Ill.	5
20	Hy. Boltz, Bronx, N. Y.	4
	N. O. Tarbell, Lake Geneva, Wis.	4
21	P. J. Sheary, Jersey City, N. J.	3
	C. F. Hansen, Jersey City, N. J.	3
	C. J. Hutmacher, New York City	3
	W. P. Murdy, New York City	3
	Henry Kest, Arverne, L. I.	3
	Edw. Wilk, W. New York, N. J.	3
	E. Snykerbuyck, New York City	3

T. W. Baker, O. J. Nelson, E. C. Bernart, H. H. Wheeler, H. Fortenbach, A. Hausenbauer, T S. Floyd and C. Dusel, 2 centuries each; A. W. Hintze, S. Carman, W. H. Kirchner, W. E. Bracket, A. Kinloch, E. G. Grupe, F. McMillan and John Baillie, 1 century each. Total centuries, 603.

Thirty-one members reported mileage during the year, the standing being as follows:

		Miles.	1,000 Mile Bars.
1	J. W. Hedden	17,211	17



J. W. HEDDEN, Winner of Mileage Contest

2	Jos. Noe	12,198	12
3	H. J. Boltz	10,210	10
4	W. L. Cummings	8,809	8
5	Andrew Clausen	7,573	7
6	F. I. Perreault	5,207	5
7	Alfred H. Seeley	5,153	5
8	Thos. W. Davis	5,133	5
9	Geo. Hausenbauer	5,094	5
10	Chas. Hausenbauer	5,001	5
11	Noble O. Tarbell	4,100	4
12	Fred E. Mommer	3,674	3
13	Wm. L. Russell	2,681	2
14	I. Crook	2,453	2
15	Emil Leuly	2,389	2
16	Ed. Schmidt	2,016	2
17	H. E. Fischer	1,733	1
18	Philip Katz	1,699	1
19	H. H. Wheeler	1,694	1
20	C. B. Walker	1,426	1
21	P. J. Sheary	1,370	1
22	Thos. W. Baker	1,293	1
23	H. H. Hintze	1,256	1
24	John Bailie	1,009	1
25	Henry Kest	875	
26	C. J. Hutmacker	855	
27	E. L. Groff	635	
28	Chas. F. Dusel	513	
29	O. J. Nelson	318	
30	E. G. Grupe	166	
31	P. S. Rodgers	83	
	Total	113,827	102

Current Comment

That motorcycle section of the Garden Show is a great institution—great not only as an exhibit of motorcycles, but as a place of re-union of the "old guard" of cycling. Not for many years have I seen so many of the "old boys" in evidence and with precious few exceptions they all seem to be growing old gracefully. One of the few that isn't, strolled down the aisle in the wake of a French heeled crimson Directoire who might have been his grand daughter for all I know. The crimson gown and his snow-white head formed a striking contrast that caused a general gaping. Although it is a generation since he himself raced he still mixes with the sport, but it was not until his appearance at the Garden last week that I heard the cause of his whitened locks.

"Ever hear what turned ——'s hair white?" inquired one of the old guard who chanced to be near.

In my time I've heard many stories of the peccidilloes that have marked his professional and managerial career, but despite the fact I had to confess ignorance. But I was not wholly unprepared for the answer:

"He once won a race 'on the level' and the shock turned his hair white over night."

* * *

As he recently became a part of the Auto-Bi Company, of course I met Will Overman. If there are any white hairs in his head they do not stand out conspicuously. He looks scarcely a day older or an ounce heavier than he did 20 years ago, when the name Overman coupled with Victor bicycles was a name to conjure with. He was near the Indian booth when I met him, and George Hendee was in sight, a fact that induced Overman to pay a little tribute to the chief of the Indian tribe.

"There's one of the 'old boys' who deserves all he has and who is entitled to more credit than he ever will receive," he remarked. "He is one of the exceptions which prove the rule: He is one of the few one-time champions who has demonstrated that he possessed something more than lungs, legs and liver"—an alliterative description of racing men which is not half bad.

* * *

It now is hard to picture Hendee as the one-time bicycle champion of America. He now weighs only about 275 pounds and seems to be piling on weight at a great rate. I wonder if George pushed the pedals again if—but I suppose as a manufacturer of motorcycles that hardly would be exactly the proper caper. Talking about his weight recalls a good story they are telling on Hendee—a story which, by the way, he good naturedly admits is true. At Detroit this fall, where the motorcycle manufacturers held a meeting and where Huyck, Goerke and the others upset the record table, every person in a party of which Hendee was one got on the scales in turn and found himself either plus or minus. Hendee himself was in the plus class. When he stepped off the platform and the next man stepped on and dropped his penny in the slot, the machine refused to work. Inserting more pennies and shaking the thing served no purpose. Hendee's weight had literally put the scales out of business. Of course, I know that's an old wheeze associated with heavy men, but on this occasion it was fact, not fiction.

* * *

"Bob" Morton, chairman of the F. A. M. competition committee, is "up to something." On one hand, I am told he is going into the motorcycle business, while on the other I hear he is trying to organize a team of racing men which he will take to England. But if he enters the trade, I can't imagine him remaining chairman of his committee—it is the one job that not even an angel from heaven, if in the trade, could fill or should fill—and it is almost as hard, or harder, to fancy him leading an American team abroad, that is, unless the team is composed of Derosier, Derkum, Mitchell, Turville, or some other of our pros. He scarcely can have a team of amateurs in view as there are no amateurs in England and moreover as Morton's committee in strict accordance with F. A. M. rules, turned Hastings into the professional fold for competing over there, it is not easy to credit the report that Morton means to place himself in such an utterly inconsistent and indefensible attitude, that is, unless he wishes to give our friends across the sea real cause for chuckles. From what a little bird is whispering, I rather incline to the belief that Robert soon will follow President Ovington and Secretary Wehman into the motorcycle business.

* * *

A few days ago I ran across an ad. in a foreign paper that struck me as being at once uncommonly humorous and uncommonly suggestive—the ad. of a tire manufacturer heralding the fact that an aeroplane which recently made a notable flight was equipped with his tires. At first blush the idea of advertising the tires on an air craft seems so incongruous as to be sidesplitting but we know them to be quite necessary to assist the starting of a flight. The suggestion the ad. conveyed was that the aeroplane, like the automobile, owes much of its development to "bicycle ideas"—the tire is but one of a number—and to the bicyclemen. The Wright brothers themselves conducted a bicycle shop in Dayton, Ohio, and turned out their first experiments therein; Glen Curtiss started in a bicycle shop in Hammondsport, and if I mistake not, Farman, France's most famous aeronaut, is the same Farman who once was famous as a cyclist.

* * *

It is right glad I am to learn that the St. Louis Cycling Club has been doing such good work in the cause of highway improvement as to bring warm approval from the State engineer and that George Lang, who gave birth to the club when cycling seemed dead in the Missouri city, has been appointed a correspondent of the Federal road bureau. Even if it isn't a very heavy honor, it's recognition of good work unselfishly performed, and that's something. If good old Abbot Bassett had not been suspicious that Lang, like everyone else, was a "kidnapper," intent on stealing the L. A. W., the St. Louis man would have done a lot to help the L. A. W. out of the slough of despond. But apparently Abbott could not brook the idea of one of the younger generation "butting in" and Lang, like the others, retired in more or less disgust.

* * *

Lang is the "real thing" in the line of genuine cyclists. A chap from St. Louis once told me that he almost froths at the mouth at the sight of a motorcycle. He loves his pedals and has attracted a following that shares his love; and they know how to get real pleasure from them, too Few, if any, of them are "butterflies" or "parlor riders." It is the open country and the unbeaten path for them; which is as it should be. Several years ago Lang lived or tried to live in New York, but he stood it for less than a year and I think the boulevard and Merrick road bunch helped to drive him back to St. Louis. He had no patience with the crowd that dodged the hills and the open country. He used to seek them out and plug alone in the hills above New York City and in New Jersey and Connecticut, which the "butterflies" and fast brigades and century grinders as studiously avoided for the level and monotonous Merrick and other Long Island roads.

* * *

And no matter how hard or how long the ride, Lang never turned into bed until he had his bicycle resembling a looking glass. He was the most scrupulous man about the condition and appearance of his mount I ever knew. It was a couple of years old when he brought it here, and when he left, it looked almost as if it had but just come from the factory. When he did not use the oiled rag he used a duster on the slightest provocation and so often that we used to tell him that if he was not careful it would adhere to him and he might be mistaken for a bird of paradise.

* * *

Lang won't thank me for writing all this because I happen to know that once before he protested against being handed a "bouquet" in print. He said it made him appear the "whole thing" in his club when as a matter of fact he was only a small part of it, and there were others "just as good." But I'll take chance on the others being able to recognize and asknowledge one at least of the "real things" when they see him.

THE ANNOTATOR.

UNEXPECTED LEGISLATION IN SIGHT

Movement for Uniform Laws May Benefit Motorcyclists of Many States—Provisional Bill Exempts Them

The situation affecting motorcycle legislation this week took an unexpected turn and one so favorable that motorcyclists well may hold their breath and "keep their fingers crossed."

It came as the result of the meeting of the Board of Commissioners of Uniform State Laws growing out of a recommendation by Governor Hughes of New York, which occurred on the 16th inst. and which was attended by commissioners from New York, New Jersey, Connecticut and Massachusetts. After an extended exchange of views, Charles Thaddeus Terry, Esq., who is chairman of the New York commission and also of the Legislative Board of the American Automobile Association, was instructed to draft what he considers a desirable law applying to motor vehicles. This he has done and its text just has been made public. The provisional bill provides for annual registration on a per horsepower basis, $5 being the minimum fee, for the display of tags and for fines up to $1,000, in many respects resembling the present New Jersey and Connecticut laws. But with one important exception. It excepts motorcycles.

In his dealings with F. A. M. officials in previous years, Mr. Terry always had stated his agreement with their views and therefore invariably excepted motorcycles from the several automobile bills which he drafted, including the Federal bill. His latest work indicates that he has not only not changed his opinions, but has won others to his way of thinking

The Terry bill will be considered at a meeting of the commissioners of the four states which will be held today and its ultimate fate probably will be then forecasted. Meanwhile the Governor of Pennsylvania is seeking to bring about a similar conference between delegates from New York, New Jersey, Maryland, Delaware, West Virginia and Ohio, and as Mr. Terry undoubtedly will represent New York, his views concerning motorcycles are likely to gain additional lodgment.

Without knowledge of these proceedings, W. F. Mann., F. A. M. commissioner for Massachusetts, who is proving a model for other F. A. M. officials, has shaped plans for relieving the intolerable situation existing in that State. He has engaged counsel to represent the F. A. M. and has had drafted a bill which wholly removes motorcycles from the automobile law and places them in an entirely separate measure. It will be pressed to passage unless the conferences of the Boards of Uniform State Laws should render it unnecessary by the enactment of the Terry bill.

The Massachusetts legislature already is wrestling with a "per horsepower" bill and interest has been added to the situation by the introduction of another measure which provides for the registration of all vehicles, bicycles, motorcycles, automobiles and horse-drawn rigs and sleighs of every sort. Of course the latter bill will not pass despite its equal and exact justice to all, but it will give those who favor one-sided legislation something to think about.

In Pennsylvania, also, Dr. S. D. Bashore, the former F. A. M. representative for that State, who worked so long and so hard for legislative relief when the F. A. M. sought to "help out" in that State two years ago, has renewed his efforts and is making a quiet attempt to obtain some relief.

Settlement of Suit Ends 1904 Contest.

The last chapter of the most memorable of F. A. M. endurance contests, the one of 1904, was written one day this week when Edward Buffum pocketed a check for $1,000. If the check gave Buffum pleasure, it also recalled some long hours of pain, for it was in payment for the injuries he sustained by being run down by an automobile.

The contest of that year occupied an entire week. It comprised a run from New York to Albany on one shore of the Hudson river, and return on the opposite shore, then two days of hill climbing, economy and starting and braking tests in New York, and later a two days' run from New York to Cambridge, Md., through the strenuous and unforgettable sand wallows of Delaware and Maryland.

While warming up for the latter run Buffum, who was a competitor, was run into broadside by the automobile which was making a quick turn into a garage on West Sixtieth street, New York. In falling, the lever of the hand brake with which his motorcycle was fitted, was driven through Buffum's leg near the knee cap. As a result he spent some time in a hospital and for months afterward went about on crutches. The owner of the car first was disposed to settle, but later changed his mind and became so "cocky" that Buffum, who now is sales manager of the Merkel-Light Motor Co., sued him for $5,000 damages. The suit has been hanging five ever since and finally was compromised this week when Buffum accepted $1,000.

Eastern Motorcyclists Going to Los Angel

In anticipation of the early completion of the Los Angeles motorcycle track, Arthur F. Mitchel, the professional crack, will leave New York next week for Southern California. Mitchel will take with him four N. S. U. racing machines upon which he hopes to establish some records. W. H. Wray, Jr., also is contemplating a sojourn in California and a plunge into professionalism.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

FIRST MOVE FOR F. A. M. MEET

Indianapolis Declares Ieself a Candidate—Prepares to File Application—Plans that Have been Discussed.

Unless signs fail, the Federation of American Motorcyclists' next annual meet will be held in Indianapolis, Ind.

Chicago, Milwaukee and Indianapolis each has been mentioned as a probable candidate for the honor and Detroit is said to entertain some aspirations, but Indianapolis alone has "declared itself" and is emulating the early bird.

G. H. Hamilton, sales manager of the G & J Tire Co., who was in New York last week, brought the information that Indianapolis really does want the meet and already has outlined plans to secure it. The Indiana Motorcycle Club will be pushed to the forefront in the matter and the application will be filed in its name, but working with the club as an advisory committee will be most of the strong men of the Indianapolis trade, among them L. M. Wainwright, H. A. Githens, A. C. Newby, Harry T. Hearsey, Fred I. Willis and Carl Fisher, not to mention Hamilton himself. Nearly all of these men once were prominent in L. A. W. affairs and have had experience in the organization of meets, and there is every reason to believe that they have not forgotten the know-how; and as their time is their own they will be able properly to devote themselves to the task.

There recently has been organized in Indianapolis a $200,000 company which is expected to begin work next month on a huge motordrome, which will include two tracks, the outer one affording a three miles circuit and which connected with inner loops will make available an enclosed course of five miles. This course will play a large part in the F. A. M. meet if it goes to Indianapolis, but even if the motordrome scheme should fall through, there will be available the track on which Fred Huyck last summer set up a number of motorcycle records. Mr. Hamilton stated that the National pike probably can be secured for a road race and that grades for a hill climbing contest are near at hand. While the competitive features had been considered, he added that a program of entertainment would not be overlooked and that there would be no lack of funds to make it memorable. To prove itself deserving of the meet, Indiana has commenced to build up its F. A. M. membership, preliminary steps having been taken to have the Indianapolis Motorcycle Club join in a body.

Mr. Hamilton said that the route for the national endurance contest, which always has terminated at the place of the annual meet, had been discussed informally, and that general opinion seemed to favor a two-days contest from Buffalo to Indianapolis, a distance of about 400 miles.

SHAPING UP ON PACIFIC COAST

Heagren Completing Plans for Racing at Salt Palace and Ogden—Uncertain Outlook for Saltair Track.

Salt Lake City, Jan. 20.—The bicycle racing pot for 1909 is beginning to simmer and before long will have reached the boiling point. Due to the selection of Hary Heagren for the management of the Salt Palace track in Salt Lake City and the Glenwood saucer at Ogden, what was chaos in the racing situation some weeks ago is assuming some semblance of order.

It looked for a time as though Harry Heagren would be able to add the Saltair track to his string, but I don't see now where he can make connections. The Saltair management, notwithstanding the fact that they have dropped about $50,000 in their "elephant," seem to think they have a little cheese-mine and want the whole thing. Hergren offered to give them all the riders on any two nights a week, except Tuesdays and Fridays, which are regular Salt Palace nights, but they could not see it. They want races, on short notice, and any time that they happen to have a crowd. This, of course, would not do. Heagren will be foolish if he enters into that kind of an agreement.

The Salt Palace, many people think, has licked Saltair to a standstill and it would pay Saltair to be good. People are not going to ride thirty miles on a train to see races when they have two nights of it right in town. Last season's business showed that. With all the Salt Palace riders and Clarke and Mayer in addition, I dare say the average receipts of Saltair did not aggregate $100 a meet. The people simply will not go there and I think the N. C. A. entered into a foolish piece of business when they granted another franchise in this city. It came near ruining the game here last year. The Salt Palace track will have smooth sailing this season and if the Saltair people will but be good Heagren will do the right thing by them and split even in every respect. It is too bad that the Saltair track is not in the city because it is surely a "beauty." The Saltair people have been trying to open the fight game and also were thinking of holding a Marathon race, but Ringling Bros.' circus, Sousa's band and all the bicycle riders in the world for one admission would not draw two thousand people. That may sound funny but it is true.

Prospects for the game in this city are unusually bright as everybody has implicit faith in Heagren. Heagren is a man who, while he does not always use the best judgment in the world, is "on the square" with riders and the public. He gives them exactly what he advertises and they know it. Pays all his bills and makes money for both promoters and riders whenever he takes hold. Iver Redman, who had the Salt Palace track for a time last year, will again ride a bicycle, possibly as a pace-follower. Hopper will, no doubt, also ride.

Heagren has practically grabbed Root, Bardgett, Walthour, Pye, and a bunch of Australians, including De Farga, the motor rider. Percy Lawrence and Crebs have also signed. Keep your eyes on these two kids. They are scarcely entirely emerged from their shell yet, but both are going to be some pumpkins some day. Really, if Halstead can star among the eastern amateurs, these two kids would set the tracks a'fire.

I do not believe that Clarke or Macfarland will be seen here this season. Heagren does not seem to care whether they sign up or not. He states that he is going to open up the game with all the good men he can get with the hope of developing some favorite and local champion and then to bring in one champion after another, even if it is but for a week or a series of match races. An exchange of champions might be effected with eastern tracks.

We'll All be Bicycles By-and-By.

Bicycle and motorcycle manufacturers may as well prepare to close their factories. For in about two million years the wheel and steam turbine will be combined in the new human whose method of locomotion will be on wheels actuated from the present ball and socket joint. In other words, in 2,000,000 years from now we'll all be human bicycles and motorcycles, according to our progressivement. This at any rate is the dictum of Frank Wentworth, a member of the Newton Club of Winsted, Conn., a local organization of scientific welsh rarebit eaters. The waste of tissue will be provided for by nourishment by absorption through the joint or rather pivot, according to the illustrious "Professor" Wentworth, and they will be driven by hot air, exactly after the manner of the steam turbine, the air issuing from orifices in the axles and impinging on the blades in the wheel. The present respiratory system, of course, will be superseded. The speed of the new man will be about 40 miles an hour. "Professor" Wentworth does not state, however, how this change in the human is to be brought about.

Status of Riders on Rollers.

"The attempt of some persons to appear smart and daring are sometimes amusing," remarked Chairman Kelsey of the National Cycling Association's board of control one day this week. "A Baltimore paper in a press agent's announcement of some home trainer races to be held by the Brooklyn Wheelmen, says that 'the races will be held independently of the National Cycling Association.' The National Cycling Association does not bother with home trainer meets and they may be run without sanction from the governing body. An amateur competing against a professional, however, thereby professionalizes himself."

LETS GO OF AUTOMOBILE'S TAIL

Big British Motorcycle Club Withdraws from the Auto Cycle Union—Claims the Alliance is of no Advantage.

Because it does not consider that the Auto Cycle Union is a real governing body, because it does not consider it a representative body, and because it does not think that it derives benefits of proportionate value to the amount of affiliation fees paid, the Motor Cycling Club has decided to discontinue its affiliation with the Auto Cycle Union of Great Britain and Ireland, which really is but the tail of the Royal Automobile Club. This decision was reached at the annual general meeting of the M. C. C., which before tieing itself to the apron string of automobiling had given evidence of governing asperations.

The question came up for discussion when R. H. Head, a member of the 1909 committee, propesed "That in the opinion of this meeting affiliation to the Auto Cycle Union should not be continued during 1909."

Charles Jarrott, who previously had been re-elected president, was the first to voice his opinions. He said that he thought the sum of money paid by the Motor Cycling Club to the Auto Cycle Union was considerable, and far more than the club received value for. To convince him of the fact, he said, he had a conference with the secretary of the A. C. U. and later correspondence, which did not convince him that the affiliation was worth what was paid for it.

S. H. Fry, another member of the committee, said that the club had spent $130 in affiliation for which it had received nothing in return. He also stated that the A. C. U. was not a governing body, as it is really a branch of the Royal Automobile Club and that the representation was a farce in that the committee of the Auto Cycle Union consists of twelve members of the Royal Automobile Club, of whom only two or three are ever present at meetings, twelve individual members of the Auto Cycle Union and twenty representatives of affiliated clubs. In other words, one representative is allowed on the council for every ten members, while only one is allowed for every twenty-five member of an affiliated club.

Several other members gave their views and the motion to withdraw from the A. C. U. was then put to the meeting. It was carried by a vote of 35 to 7. The membership of the Motor Cycling Club amounts to 275.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

GOOD RIDING SAVES THE MEET

Bay City Defeats Garden City in Team Pursuit at San Jose—Krusich Wins Handicap in Hot Finish.

Exceedingly poor management came very near spoiling the second meet at the Auditorium rink saucer, San Jose, Sunday, 17th inst. Had not exceptionally good riding and close finishes marked the racing the meet would have been a miserable fizzle. The referee's rulings, if rulings they might be called, were such as to provoke the amusement of those experienced in handling meets, and to make matters worse, he seemed to have no control over the riders. No one seemed to know the rules of the miss-and-out race, and because of this ignorance the event was kept going several laps longer than it should have gone, while in the inter-team pursuit race the referee allowed the San Francisco riders to use bicycles geared to more than 80 inches, while the San Jose riders were restricted to a 70-inch gear.

As a result of this unintentional discrimination the team pursuit between the Bay City Wheelmen of San Francisco and the Garden City Wheelmen of San Jose, although billed as the feature, proved rather a tame affair. Percy Lawrence and L. Thomas, of the B. C. W., easily proved the winners.

Twenty riders started in the 5 miles handicap, which was perhaps, the best event on the card. Escobar with 10 yards handicap, seemed a likely winner as he mowed the field down like wheat falling before a scythe and he kept in front until three laps from home. Joe Krusich, the scratch man then made his bid and the pair fought it out to the tape, Krusich winning by a half wheel, with Charles Chaboya lapping their rear wheels for third place.

Krusich rode against Percy Lawrence, the San Francisco speed ball, in the first heat of the inter-city pursuit. Krusich gained a few laps, but Lawrence was smiling and when he began to unwind the local champion looked like a selling plater, Lawrence overhauling him and passing at 2 miles 7 laps. In the second heat Royce Inman went against L. Thomas, of San Francisco. The latter won in 1 mile 6 laps.

The Chaboya brothers—Charles and William—came together in a pursuit, but it was rather a tame affair, Charles winning in 1 mile 4 laps, when his brother fell.

The miss-and-out was an interesting race and but for the "mixupedness" of the officials might have been the stellar attraction of the evening. Krusich won, with Monnier second and Inman third. Summaries:

One mile novice—Won by F. Escobar; second, E. Gillett; third, Hambly Time, 2:42.

Unlimited match pursuit between Charles and William Chaboya—Won by Charles Chaboya. Distance 1 mile 4 laps. Time, not taken.

Miss-and-out—Won by Joe Krusich; second, Ed Monnier; third, Royce Inman. Time not taken.

Five miles handicap—Won by Joe Krusich (scratch); second, F. Escobar (20); third, Charles Chaboya (20). Time, 13:40.

Unlimited team pursuit between Garden City Wheelmen, San Jose and Bay City Wheelmen, San Francisco—First heat won by Percy Lawrence, B. C. W.; second, Joe Krusich, G. C. W. Distance, 2 miles 7 laps. Second heat won by L. Thomas, B. C. W.; second, Royce Inman, G. C. W. Distance, 1 mile 6 laps. Time, 5:10.

Long Prison Terms for Bicycle Thieves.

Bicycle stealing will not continue to be popular in Great Britain if all cases are rewarded with as heavy sentences as were imposed upon several culprits last week. A young carman named Birch received one year and eight months, and a porter named Churchill one year and six months with hard labor, while a cook named Wood, who wept copious tears while pleading for a light sentence, got three years' penal servitude, to be followed by two years' police supervision. Another sharp sentence was given one Frederick James Sparrow, who obtained a bicycle on the hire-purchase system sold it at an auction sale and afterwards induced the purchaser to take another machine in exchange. He got a three years sentence.

Santa Rosa Cyclists Invite Taxation.

It is not often that bicyclists ask a city or State government to impose upon them the burden of a tax, so that the action of bicyclists of Santa Rosa, Cal., asking that city to impose a license fee of $1 upon each bicycle owned and ridden within the city limits and that tags be furnished, is out of the ordinary. The petitioners, however, in return for this revenue ask that bicyclists be allowed to ride upon sidewalks in sections of the city where pedestrian traffic is light and roads are bad.

Motorcycling Missionary Defies Snow.

Snow and ice is no obstacle to the spreading of religious doctrines provided the exponent thereof is of the progressive sort. The Reverend J. H. Chattierson, of Douglas county, Wisconsin, evidently is a minister of this sort. He rides a motorcycle to enable him to cover his large circuit and in order to make it useful when snow and ice cover the roads the minister has fitted a bob sled arrangement to the front forks, while a non-skid chain furnishes traction for the rear wheel.

New Club for New York Cyclists.

New York City has a new club—the Amsterdam Wheelmen—with the following officers: President, F. E. Kirchner; vice-president, C. Briggs; treasurer, W. Lawrence; financial secretary, R. Lawson; corresponding secretary, C. Reinitz; sergeant-at-arms, G. Weissenberger; captain, Charles Stein.

WALTHOUR BUILDING A SAUCER

Twelve Lap Track Under Construction at Atlanta—Initial Meet Scheduled for Friday, February 5th.

The field of professional riders now in Kansas City to ride in the six days race there next week need not worry over the prospect of having to beg, borrow or steal meal tickets for the remainder of the winter after the Kansas City grind is concluded. Robert J. Walthour has come to the rescue, and a new 12 lap track already is being constructed at Atlanta, Ga.

Some time ago Walthour applied to the National Cycling Association for a franchise to build a saucer track in Atlanta, but before he would grant it Chairman Kelsey of the National Cycling Association's board of control, decided to investigate. Following his investigation he issued a sanction this week.

Associated with Walthour in the new enterprise will be Walter Taylor, a well known Atlanta sporting man. It is understood that their joint capital will be invested in the track. It will measure 12 laps to the mile and will be situated in the St. Nicholas rink at Ponce de Leon park. Gus Lawson, the crack pace maker, is superintending the building of the track, so that it should be fast.

The initial meet will be held Friday, February 5th, the chief event being a race between Walthour and Albert Edward Wills, the world's hour record holder. The distance has not been selected but it is intimated that the two men may ride for one hour. In addition to the Walthour-Wills match several amateur races will fill out the program.

The Kansas City meet will be concluded next week and Walthour hopes to induce the field of professionals now in Missouri to spend the remainder of the winter in Georgia. As the climate is salubrious after February it is thought that no difficulty will be experienced upon this score, and Atlantans will see some good racing. Taylor, who will have active management of the track, hopes to hold an abbreviated six days race before the winter season closes.

French Again Heads Baltimore Club.

Howard A. French again has been elected president of the Baltimore Motorcycle Club the other officers chosen for the ensuing year being as follows: Vice-president, H. Matthew Gault; treasurer, William Wood; secretary, W. S. Hamburger; sergeant-at-arms, Nelson Johnson; captain, W. S. Fisher; first lieutenant, Arthur Helm; second lieutenant, George Louis; color-bearer, Casper Swope French.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

BETWEEN DEVIL AND DEEP SEA

Riders the Victims of Muddle in Australian Track Management—Governing Body and Promoters Practically One.

Melbourne, Dec. 19.—The result of the inquiry into the refusal of the riders to race at the Saucer track at Melbourne on November 28 showed that the League management of the sport so far as that track was concerned, was a farce. It will be remembered that the riders declined to race because they had not been paid the prize money won a fortnight before, and the meeting had to be abandoned in consequence. The League officials, in their explanations to the reporters of the papers said many harsh things against the riders—that they made unreasonable demands, and practically wished to distate to the promoters and the officials. They did not say, however, that the men had been promised the money, and that the promoters-cum-League did not fulfil their promise, and that many of the men were requiring the stakes won wherewith to pay their nomination dues for the Austral Wheel race.

However, the men did not allow these statements to go unchallenged; they addressed a letter to the morning paper containing the misrepresentation, which printed it. When the matter was reported to the League, and in view of the riders' letter in which was stated that the Saucer Track Co. and the League were almost identical, the "governing body" felt it could not take the ex parte statement of the officials, as in the ordinary way, as several of these—the League chairman, the secretary, the referee, and a steward—were also shareholders in the company. These four, it may be pointed out, are the League—the controlling body of the sport, so far as the management of racing is concerned—and any recommendations made by them on almost any point, regarding the control of the sport, would not be questioned by the other members of the League of Victorian Wheelmen's executive body.

Therefore a special committee of five was appointed to investigate the trouble, and during the first evening, and for nearly three hours, the seven riders who signed the letter which appeared exposing the Saucer track-League combination were examined and cross-examined until they were sick and tired. The actual inquiry did not take place until the following night, when the men complained of the harsh and overbearing treatment which had been meted out to them for some time, but which they had borne, as they were really helpless, for their accusers would be their judges if their complaints went before the League. The trouble at the Saucer track was the last straw. A favorite practice of the officials was to fine the riders sums under $5, as it was only for amounts above that the racers were entitled to appeal. The special committee could do little. Feeling was with the men, and to blame the Saucer-track officials or promoters was to blame themselves—the League!

During the inquiry, however, it came out that the men had not entered for the races—on this particular date, at least. They had been inserted by the officials to make a show, hence there was nothing binding upon them. This fact provided a loophole for the special committee to relieve themselves of the responsibility, and which was done right quickly. As the finding was to the effect that as the entries were not called or received in conformity with the rules of the League of Victorian Wheelmen, no action could be taken. This was a point for the men, but it also showed what a sham the League is. In effect, it did as a promoter what it would not permit any other promoter to do, and all for the sake of gain, while it made the poor devils of riders wait for their money. It shows the iniquity of the leading officials of a governing body becoming interested as promoters, and governing (?) their own meetings.

The Austral Meeting, which was concluded last week, was successful in so far that there was a profit made. The sport offered was of a very poor character, however, there being too much sameness. The attraction of the meeting was a couple of balloon ascents, but there were more people outside the ground than inside awaiting the rising of the aeronauts, and they saw just as much without payment. The Austral Wheel race was won by N. L. Craig, the limit man, off 280 yards in 2 miles, who was never headed. The grass track was rough and heavy, and the times and going consequently slow. As may be remembered, the prize money was apportioned on the percentage system: That is to say, first prize, 60 per cent.; second, 30 per cent., and third, 10 per cent. of 10 per cent. of the takings at the turnstiles, with a minimum of $500 to be divided among them. This was the sum available, as the proceeds did not reach $5,000.

Beefsteak with Salome Trimmings.

Quite the largest attended and most diverting function during tshow week was the impromptu beefsteak dinner given by the New York Motorcycle Club on Friday night, or more properly, Saturday morning. The attendance was well over 100, and besides some good broiled beefsteak there were other "broilers" present in the shapes of five Salome dancers, which implies that the affair did not lack action.

Chicago Enforcing the Lights Law.

Chicago's superintendent of police has issued orders that the ordinance requiring the use of lighted lamps after nightfall be strictly enforced. The law, which had been but mildly observed, requires that lights be displayed not only on bicycles, motorcycles and automobiles, but on all other wheeled vehicles of every description.

FAST TRACK FOR LOS ANGELES

Prince Secures Site for Three Lap Saucer Adapted to Motorcycle Racing—Some Details of His Plans.

After several weeks of searching for an available site upon which to erect a three lap banked board track for motorcycle racing, Jack Prince at last has secured a plot of ground in Los Angeles. Ten acres of ground near the Ascot Park mile dirt track have been acquired and work will begin upon the track at once, according to Los Angeles advices.

Prince has built more bicycle tracks during his career than any other man in the world, but lately, as has been disclosed in the Bicycling World, he has had the desire to build a motorcycle track which would hold unlimited speed. Prince promptly hit upon Los Angeles as presenting attractive possibilities and he has been in the Southern California city for the last month.

Prince had little difficulty in interesting sufficient capital, but the stumbling block appeared when he began to search for a site large enough to accommodate a three lap track. Several plots of ground have been under consideration, but as the owners were unwilling to lease for longer than one year, they were not considered. Last week a plot measuring 750x450 feet adjoining Ascot Park was offered and the negotiations quickly concluded.

Prince states that he will begin work at once and that the track which, by the way, will be the only exclusive motorcycle track in the world, will be ready in 30 days.

The exact location of the track is at South Main and Sixty-third streets, within easy reach from all parts of the city. The track, as stated, will measure three laps to the mile. It will be 24 feet wide, sufficient to allow at least six machines to race abreast. The supports will be much heavier than those used in building bicycle tracks. The surface will consist of board strips laid on edge. Prince estimates that 94,000 feet of lumber will be required to surface the big saucer track.

Grandstand accommodations will be provided at first for 8,000 persons, but the stands will be so constructed as to permit of enlargement if necessary. Besides the grandstands there will be workshops and rooms for the machines and dressing rooms for the riders. It is hoped to complete the track by February 22d, and if this is possible, the inaugural meet will be held on Washington's birthday.

Aurora Club Holds Annual Election.

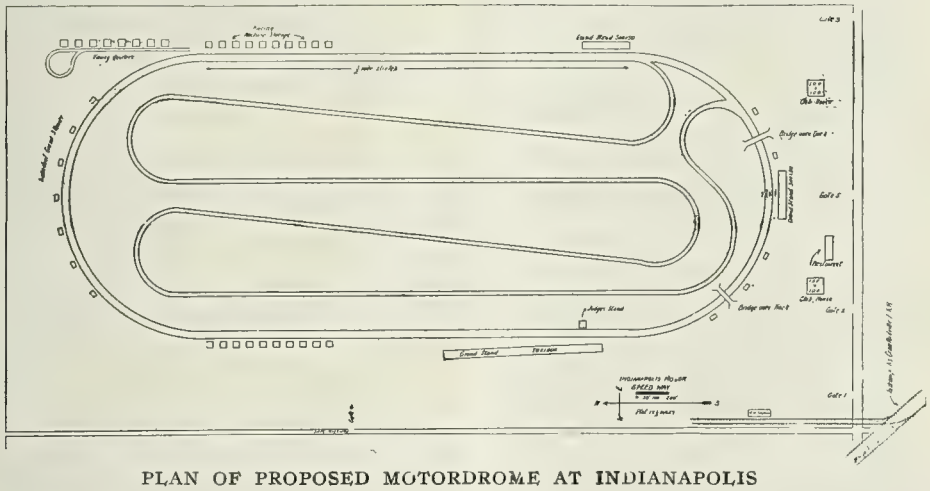
The Aurora (Ill.) Motorcycle Club has elected the following officers for the ensuing year: President, John Baltazor; vice-president, John Delevan; secretary, H R. Burns; treasurer, Earl Grey; captain, Roy DuSell.

MOTORDROME FOR INDIANAPOLIS

Remarkable Speed Course Which May be Available for F. A. M. Meet—$200,000 Company Formed to Build It.

If the annual meet of the F. A. M. is awarded to Indianapolis, as is not improbable, the new motordrome or speedway which has been projected and which is expected to be completed in the early spring, undoubtedly will play a large and unusual, and therefore interesting, feature of the festivities and events of the meet.

The sponsor of the project is the Indianapolis Motor Speedway Co., which has been incorporated with capital stock of $200,000 and which already has secured an option on the necessary land and has the other details well in hand.



PLAN OF PROPOSED MOTORDROME AT INDIANAPOLIS

On a tract of land covering no less than 320 acres, an oval is to be constructed measuring 2 miles in circumference, 50 feet in width in the stretches, with banked turns 60 feet wide. Inside this oval, there will be a road course composed of three loops running lengthwise symmetrically and joining the main course at one end. These measuring altogether 3 miles, will be about 25 feet wide on an average with 35 foot turns.

This construction will permit of combination road and track racing, and in the entire course a complete round with its numerous turns will be 5 miles. The straightaway stretches on the loops will be more than one-half mile long, to make short distance speed trials possible. The promoters believe that the scheme will furnish track and road facilities for driving and testing cars at high speed and long distances, to a degree such as never before has been attempted. The ground will be equipped with ample training quarters and space for camps during contests; there will be three main grandstands with a seating capacity of 35,000, and 20 smaller stands placed at intervals about the course. The two miles oval will be equipped with a new lighting system, 420 arc lamps with reflectors throwing light ahead of the drivers, so that 24 hours races can be held under most favorable conditions.

A club house of the Indianapolis Motor Car Club is to be erected on the grounds, in addition to which a restaurant and cafe building for the public will be put up. The officers of the new company are: President, Carl G. Fisher; vice-president, A. C. Newby; second vice-president, F. H. Wheeler; secretary and treasurer, James A. Allison.

What the Riders are Doing in Zion.

Although a majority of the Eastern riders apparently are able to live through the winter without working, when there is no racing to claim their attention, such is not the case in Salt Lake City. Most all the Western riders work during the off season. Hardy K. Downing probably works harder than any other rider, as he is a full-fledged boiler maker. Downing does this hard work only to keep in fit physical condition, for his mining interests net him sufficient to live in luxury if he so desired. Iver Lawson has opened a cigar store, and Tommy Morgan, another professional rider, is his head clerk. Norman C. Hopper, who was injured so severely at the beginning of last season, is employed by the United States Mint and Assay Office, while Frank Schnell is doing hard work at a Garfield smelter. J. E. Achorn, formerly of New York City, is proprietor of a shooting gallery. Senhouse, the Australian, is a salesman in a clothing store, and W. E. Samuelson spends his spare time replacing broken windows in the big Newhouse building. S. H. Wilcox is in the grain business, and Al. Crebs, the crack amateur, keeps in training by delivering telegrams. Parley Giles is a fireman, as is "Kid" Hannan, the noted trainer.

FAST PEDALING MARKED FINISH

Six Days," etc.—Good Work on the Home Trainers.

By an unexpected burst of speed during the last two nights of riding, J. B. Hawkins and Charles M. Schlosser, of the Brower Wheelmen, won the "first annual grand international six days home trainer bicycle race," promoted by the International Cycle Association in New York City last week. When the riding finished on Saturday night last, 23d inst., Hawkins and Schlosser had covered 15 miles 11 laps 112 yards. The "German-American" team of Grunhof and Drayden finished second with 15 miles 8 laps 63 yards.

As detailed in last week's Bicycling World each team was allowed four minutes upon the rollers each night, a double set of rollers being employed, so that one rider could pick up his team mate at any time the latter desired, the pickups on the dial being made the same as they would be done on a track. The contest proved interesting and exciting throughout, especially during the closing days.

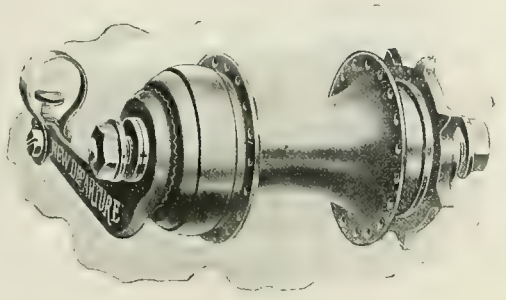
When the score was posted on Thursday night Grunhof and Drayden led the field by one lap, with the teams of Manning and Higgins and Jackson and Bailey one lap behind the leaders, the other teams being some distance in the rear. Hawkins and Schlosser did some fine riding on Friday night and placed themselves even with Grunhof and Drayden. Jackson and Bailey were third, and Manning and Higgins fourth.

On Saturday night the only out of the ordinary incident of the week occurred. While Bailey was on the rollers for the Jackson-Bailey team his pedal came off. As the mishap occurred in the 9th lap the timer stopped his watch and was going to give him another start. Such a wave of protest from the other riders arose, however that rather than cause a squabble Jackson and Bailey withdrew, at a time when they reasonably were sure of second place

Hawkins and Schlosser fairly "burned up" the rollers on Saturday night when they put three laps on Grunhof and Drayden, who had kept in front all the week. Martin and Anderson finished third, two laps behind Grunhof and Drayden. Manning and Higgins was fourth. The milage of the teams for Friday and Saturday evenings and the position at the finish are:

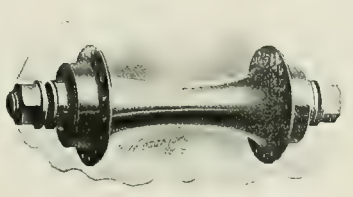
			Friday.		Saturday.		
Pos.	Riders.	Team.	M.	L.	M.	L.	Yds.
1	J. B. Hawkins, C. M. Schlosser,	Brower	13	0	15	11	112
2	F. Grunhof, A. Drayden,	German-American	13	0	15	8	63
3	C. Martin, V. Anderson,	Brower-Edgecombe	12	10	15	6	119
4	E. Manning, E. Higgins,	Auto-Tiger	12	10	15	4	84
5	I. L. Lindsey, F. White,	Calumet-I. C. A.	12	6	15	2	0
6	C. Behnick, R. White,	German-American	12	4	14	10	92
7	W. Kelly, W. Wylie,	Yankee	12	0	14	7	28
8	O. C. Brandes, G. McAdams,	Columbia-Tiger	11	13	14	5	53
	Hardy A. Jackson E. Bailey,	American	12	13	...	...	...

NEW DEPARTURES



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The New Departure Coaster Brake is popular because it is mechanically correct, strong and durable as steel can make it, and just as good as it looks. The improved 1909 model for motorcycles completely meets the demand for a reliable motorcycle coaster brake.



FRONT HUBS FOR BICYCLES AND MOTORCYCLES

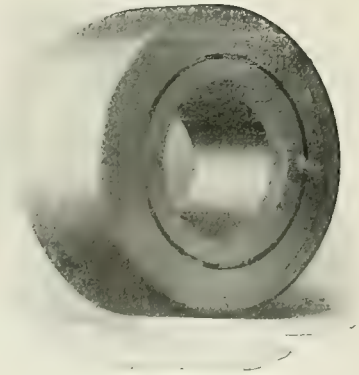
New Departure front hubs for bicycles and motorcycles are high grade in every detail of material, manufacture and finish. These hubs are used as regular equipment in numerous first class motorcycles.



BELLS FOR BICYCLES AND MOTORCYCLES

The 1909 line of New Departure bells for bicycles and motorcycles is very complete. Several new bells have been added, including the handsome Fleur-de-Lis rotary alarm bell shown here.

New Departure bells continue to be in a class by themselves. They are superior in tone, simplicity and durability of mechanism, design and finish.



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The New Departure Mfg. Co.

Coaster Brake Licensors. **BRISTOL, CONN.**

AMERICANS THRILL THE PARISIANS

Macfarland and Clarke Barely Beaten at Their Debut—Butler Resumes Winning —Ivy and Schwab Make Good.

Floyd A. Macfarland, the six days champion, was defeated by Gabriel Poulain at the velodrome D'Hiver, Paris, January 10, in their match. Because of the sinking of the steamship Republic and the consequent delay of the incoming mail boats the news of the race was learned only this week. As the Marfarland-Poulain match was the first race of the year for both these riders the outcome was awaited with more than ordinary interest.

Although the veteran American had been in Paris only one week and was somewhat under-trained, he made a good showing and probably would have won had he not suffered misfortune in the second heat. The first heat was a 2,000 metres sprint, conceded to Poulain before the race started. It resulted exactly as was expected. Macfarland led until within 200 yards of the finish when Poulain jumped and won easily by four lengths.

It was in the second heat—25 kilometres behind tandems, that Macfarland suffered a bit of misfortune that lost him the heat. Both riders got off slowly, the American leading. Just after the 15th kilometre one of Macfarland's tires blew up and he was forced to change bicycles, losing 2½ laps by the process. As soon as he got in motion again Macfarland regained a half lap and had begun to regain the other lost distance when the finish gun put an end to the heat.

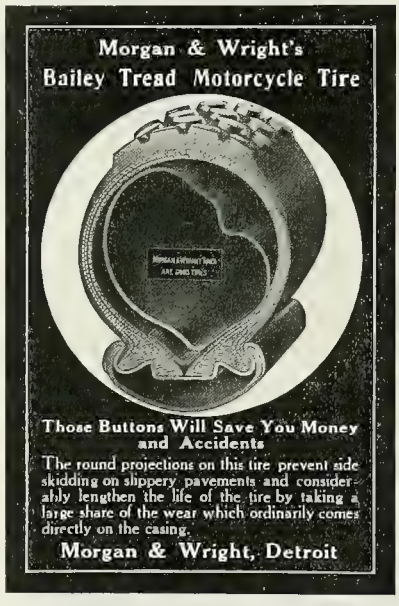
Although Poulain met with the same kind of a mishap in the third heat that put Macfarland at a disadvantage in the second heat, it was clearly demonstrated that he could not have won the heat even had not a punctured tire caused him to lose several laps.

The style of racing was behind motors and the distance 25 kilometres. Macfarland assumed the lead at the start and was leading by a half lap when Poulain had to change bicycles because of a puncture in the 25th lap. The change caused him to lose a little over four laps, but after the resume the American was never in danger, increasing his lead until the finish, which saw him 5½ laps in front.

The only other event of consequence was a motorpaced handicap between Bruni, Parent and Lapize. Parent conceded Bruni 2½ laps and Lapize 4 laps in the distance of 40 kilometres, Bruni winning in 29:12⅖, with Parent one lap behind. Hourlier defeated Delage and Stabe in the order named in the sprint race.

Although he made a good showing, A. J. "Rocket" Clarke lost his first race abroad on Sunday, January 17, at the Velodrome d'Hiver, Paris. Clarke was given a tough proposition in Victor Dupre, the French champion, and was defeated in two straight heats. Considering the fact that this is Clarke's first visit to Europe and that he has not been in the country long enough to become acclimated, the French critics are loud in their praises of the popular little Australian and prophecy that before the season is over he will have the scalps of all the leading Europeans dangling from his belt.

The meet at the Velodrome d'Hiver was the most interesting one held on the Parisian track this season, for besides the debut of Clarke in his match against the French sprint champion, Nat Butler, the veteran American pace follower, defeated Seres and Parent in the Prix Lesna, while W. F. Ivy, an American negro distinguished himself by winning his first race after a five months' sojourn in Paris. Ivy won the handicap and therefore will be able to eat regularly for a fortnight. Oscar Schwab also broke the long standing kilometre record.



It goes without saying that the match between the French and Australian champions was the lodestone that attracted more than 10,000 spectators to the winter track on Sunday. The distance for the first heat was 1,000 metres and Dupre slowly led the first lap. He was still in front when the second lap finished, but the pace quickened and at the beginning of the third and last lap Dupre rode to the outer edge of the track, with Clarke on his wheel. The Australian waited too long, however, before making his supreme effort, for when he jumped at 120 yards from the finish, Dupre was moving very fast. The steep bank gave Clarke an impetus that sent him down the homestretch at terrific speed, but Dupre, leading at the time, had sufficient speed to reach the line first by a wheel. Clarke was going faster at the finish, shown by the fact that two yards over the tape, he was slightly ahead of Dupre. The time of the heat was 2:04⅗.

The second heat went for six laps—2,000 metres—and Dupre set the pace in the first lap, relinquishing it to Clarke in the second. The Australian and the Frenchman then changed pace until just before the beginning of the last lap. At the bell Clarke was in front and going fast. The Australian appeared to have a very good chance at 200 yards to go but in the last 100 yards Dupre gave a mighty jump off the last turn and came down alongside Clarke like a lightning express. The Australian defended himself splendidly but was beaten by three inches. The finish was so exciting that the Parisian "fans" proclaimed Dupre a hero and carried him to his cabin shoulder high after making him execute a "tour d'honneur." Clarke also came in for a large share of applause and the general opinion was expressed that as soon as he becomes acclimated he will make Dupre, Poulain, Friol, Mayer, Ellegaard, Hourlier and other noted cracks look to their laurels.

Three weeks ago Nat Butler was defeated by Parent, the French champion pace follower, in two short distance heats. At the time the Bicycling World remarked that the heats were made to Parent's liking and that had they been longer the American doubtless would have triumphed. That this opinion was justified was proved in the Prix Lesna, a 60 kilometres paced race in which the first prize amounted to $240. Butler, Parent and Seres were the contenders, paced respectively by Amerigo, Andre and Naso. Seres made the best start, with Parent second and Butler a half lap behind. Seres and Parent immediately began a duel for the lead, which Parent assumed after riding five laps. Butler got his legs in working order at 10 laps and two turns later he attacked Seres and passed. Parent was some distance ahead but Amerigo carried his American charge up to him by the time the 30th lap was passed. Parent saw Butler coming and called to Andre for more pace. The skirmish between Butler and Parent brought the great crowd to its feet, for a neck and neck fight for three laps ensued, when Butler, by a remarkable effort went around the French champion.

Magnificently paced by Amerigo, Butler showed no diminution of speed and in a few laps doubled Seres and some seconds later the coming man also was passed by Parent. The last named then began to slow and Seres flew after Butler and the latter came around and lapped Parent just as Andre slowed to change his motor, which developed misfiring. Twenty kilometres were covered by Butler in 15 minutes flat.

Parent lost seven laps through the change in motors, but even after he got started again he could not withstand the onslaught of the American and dropped two more laps soon after the resume. In the 75th lap Butler got a puncture, but made a quick change of bicycles, not, however, before he lost two laps, which put Seres in the lead. Seres led at 30 kilometres in

23:57⅘, Butler was 300 yards behind, and Parent third by seven laps.

In the 103d lap Butler had regained his speed and in a very pretty brush passed Seres and lapped Parent. Butler led at 40 kilometres in 31:40⅗, with Seres one lap and Parent 9 laps behind. The next 10 kilometres produced as pretty a race as has been seen in Paris this winter. Twice Butler attacked Seres and twice he was repulsed. The new French crack made a splendid showing and clearly demonstrated that the prediction that he will be the next champion of the world is not without some excuse. After he had been held off by Seres, Butler's machine began to misfire and the American lost a lap. It was a fortunate thing for Butler that the finish was close at hand for Seres got within 100 yards of him when the gun announced the finish. Parent was 11 laps in the rear. Butler covered the 37½ miles in 47:30.

W. F. Ivy, it may be remembered, is the negro who went abroad last summer just before the Olympic games. Previous to his departure Ivy had been an amateur, but as he could not make good he thought he would try his fortunes in the professional ranks. When he announced his intention the professional riders at Vailsburg flatly refused to ride if Ivy were permitted to compete with them, so Ivy packed up his belongings and took steerage passage for Europe, where negro riders are welcomed. The handicap race at the meet in which Clarke and Butler rode was the first race that Ivy has won since he has been abroad. Ivy had 100 yards handicap and qualified for the final by defeating Gougoltz in his heat. In the final the negro surprised everyone by defeating Lorgeou by a length and one-half.

Oscar Schwab, another exiled American, placed his name on the record books by a very noteworthy performance. The standing start record for one kilometre (0.621 miles) has stood since 1896, held jointly by Jap Eden and Hourlier in 1:16⅗. Schwab rode superbly and sliced ⅖ second from this record. He will make another attempt to further lower the record at the next meet.

Delage, Thuau, Comes, Devoissoux and Martin qualified for the final heat of the international scratch and the finish was in the order named, Delage winning by five inches, with Comes a length behind for third. Marsel Berthet retained his hold on the Brassard trophy by defeating Beyl in an unlimited pursuit after riding 17 laps. In addition to this excellent card of events the management put on an extra attraction in the form of a thrilling automobile race. Luckily no one was killed. The track is steeply banked, measuring five laps to the mile, so it readily can be understood that an automobile race upon such a course is apt to be exciting. After running a neck and neck race for several miles something happened to the machine driven by Naudin and Sizaire finished the 10 kilometres alone in 8:20⅗.

KANSAS CITY TRACK COMPLETED

Fogler-Moran Match To-night the Curtain Raiser for Six Days Contest—How the Teams are Constituted

With nine good teams in the running the eight hours a day six days race which starts in Convention Hall, Kansas City, Monday next, February 1st, should prove the most successful of the short six days races held this season. A race of the same sort with half as many teams and not selected so carefully was held last winter, and as it was so successful the forthcoming contest promises crowded houses all week

Although the six days team race will not start until Monday the Kansas City "fans" will have an opportunity to witness the crack professionals in motion tonight (Saturday) when a card of sprint races will be held. The "piece de resistance" is a match race, best two heats in three, between Joe Fogler, of Brooklyn, and James F. Moran. In addition to this match the professionals will compete in a half mile handicap and a two miles open, while a half mile handicap and mile open will make the amateur speed merchants keep moving. There also will be a five miles motorcycle race for amateurs.

The track was completed this week and all the riders have reached Kansas City, according to latest reports. The track measures 10 laps to the mile, the same as last year, but is said to be faster. It is located in Convention Hall, which can accommodate a crowd of 10,000.

As stated, nine teams have entered for the six days race, the combinations being as follows: James F. Moran, Chelsea, Mass., and Frank L. Kramer, East Orange, N. J.; Walter De Mara, San Francisco, Cal., and Fred Hill, Watertown, Mass.; Joe Fogler, Brooklyn, and E. F. Root, Melrose, Mass.; Walter Bardgett, Buffalo N. Y., and W. L. Mitten, Davenport, Iowa; Tommy Morgan and S. H. Wilcox, Salt Lake City, Saxon Williams, Buffalo, N. Y., and Theodore Devonovitch, Russia; George Wiley, Syracuse, N. Y., and Dave Mackay, Newark, N. J.; George Cameron, New York City, and Peter Drobach, South Boston, Mass., and W. Palmer and Gordon Walker, Australia.

Another Move Against "Makers' Amateurs."

"It would seem as if the 'makers' amateur,' like the poor, is always to be with us. One would think that in the prevailing depression of trade the cycle manufacturer would have little money to spend on subsidizing riders to exploit his wares on the racing track and on the road, but if the tales one hears are true, quite a considerable sum of money is annually spent by the trade in this direction," says the Irish Cyclist. "Heretofore the efforts of the ruling bodies to suppress the trade-assisted rider have not been altogether successful—possibly due to the fact that the efforts have been more or less of a spasmodic nature. The state of affairs becomes a scandal, and the ruling body make a clean sweep, suspending everyone who is suspected The second raters at once take the place (and the pay) of the suspended men, and so the game goes on. Apparently the National Cyclists Union is once more going to make an effort to rid the path of the trade-assisted rider, as at last week's meeting of the general committee of the Union the Secretary was instructed to send a circular letter to all centers asking them to exercise the greatest care in considering applications for amateur licenses, and to point out the importance of being certain that applicants are bonafide amateurs before granting licenses. Centers, too, are to be asked to satisfy themselves that race-promoting bodies within their jurisdiction do not pay traveling expenses or appearance money to competitors. It will be interesting to note the result of the circular—if any."

Countess Defeats Princess and Professional.

The Italian and Austro-Hungarian newspapers have been full of accounts of a remarkable bicycle race in which Countess Ilona Bethlen beat the beautiful and athletic Princess Letitia, Dowager Duchess of Aosta, a fervent devotee of the bicycle, as well as Signora Barato, a noted Italian racing woman and trick rider. According to the tale, which should be well salted before taking, the last named had been promised $5,000 by a manufacturing firm provided she came in first. The professional woman, however, was beaten by both her rivals. The winner of the race was the daughter of Count Andreas Bethlen.

Riders Signed for Berlin's Long Grind.

The project of a six days team race in Berlin in March is taking shape. M. Hoelscher, of Berlin, is at present in Paris signing riders and has announced that he has secured Macfarland, Robl, Stol, Vanderstuyft and De Mara. As the last named s at the present time in America it is presumed that the German promoters have made arrangements with the French promoters with whom De Mara has signed to ride for in Paris. The German six days race will be held in Berlin during the week of March 15 to 21 with the same rules as governed the New York contest.

Germans Building Fast New Track.

Ground has been broken for a new track at Barmen, about 30 miles from Cologne. The track will measure 500 metres and will be about 20 feet wide, banked to permit great speed. It is being built by M. Herweg of Dusseldorf in co-operation with the Society of Barmen Bargbalin, and the inaugural meet will be held in April.

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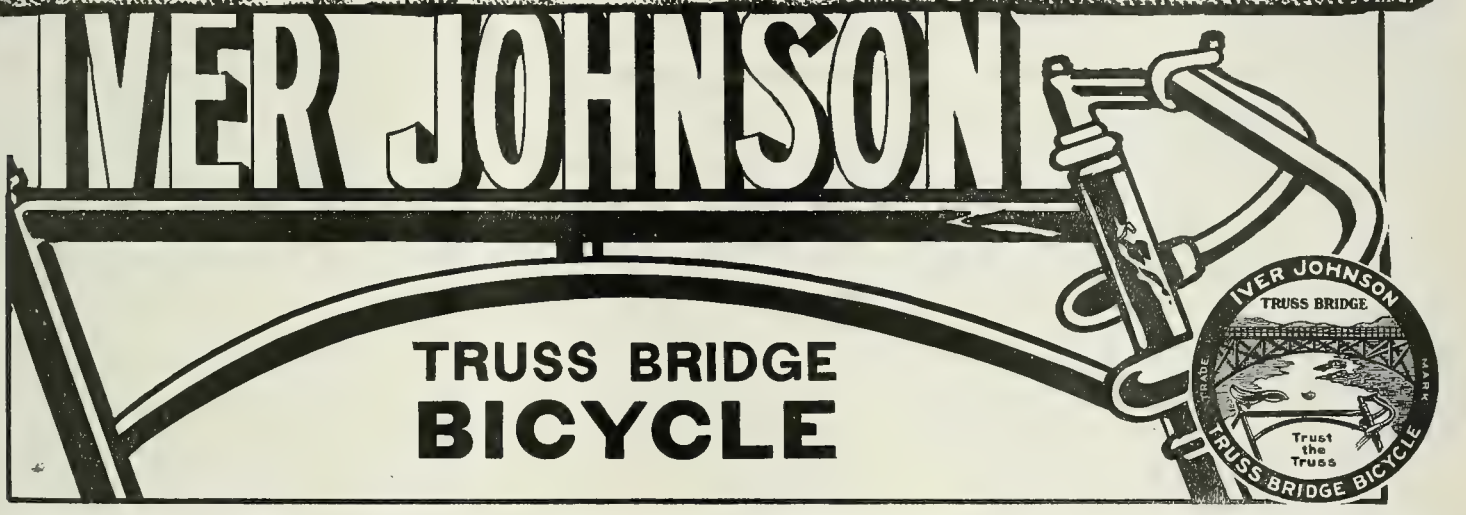
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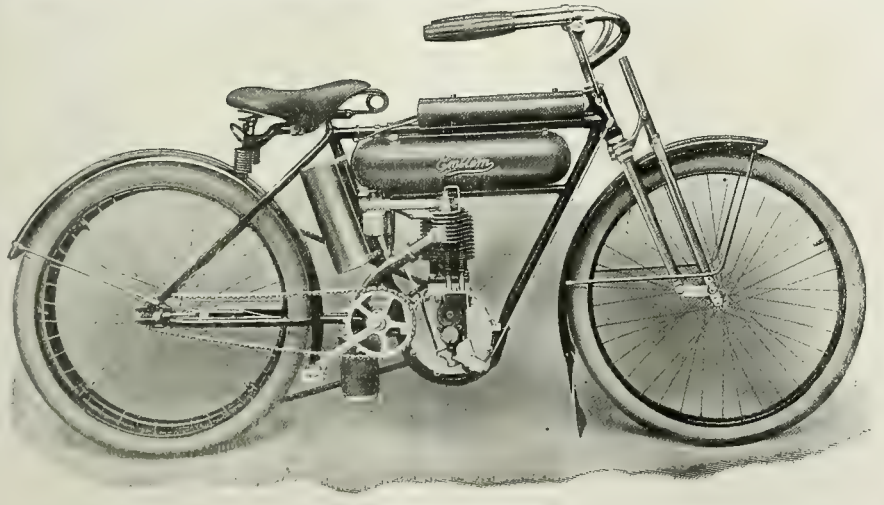
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Washington Sees Roller Racing.

Quite the longest competitive event that ever has taken place on rollers occurred at the headquarters of the National Cycle Club, Washington, D. C., on Tuesday night, when A. Messeno, of the promoting organization met W. Shaw, of the Carroll Cyclers, Baltimore, in a 25 miles race on the home trainer. The Washington rider won in 1:00:50, while Shaw's time was 1:01:16. F. A. Guindon rode eight miles in 20 minutes, and W. H. Denham covered a mile in 2:00, establishing a record for the rollers. On Wednesday night, 20th inst., a 15 minutes race between Windsor and Tugazzie raised the curtain. Windsor covered 6.1 miles against his opponent's 5.8 miles. In the same time Shaw covered 5.9 miles and W. Sinnott, a postoffice messenger, rolled 5.7 miles. W. Kessel, a youngster, covered 2.1 miles in 5 minutes. Several attempts were made to lower Denham's record of 2 minutes for the mile, but were not successful.

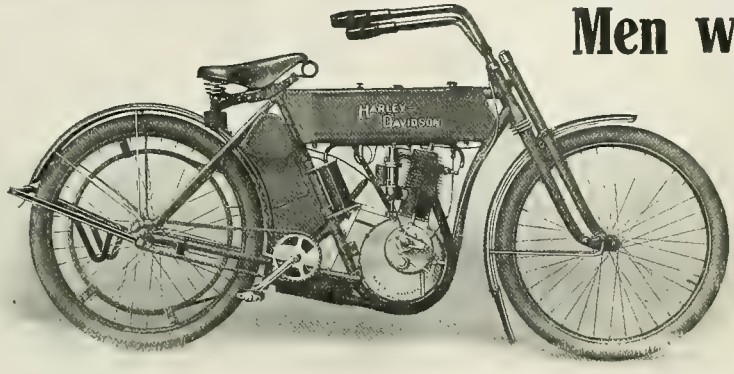
Match Race for Hawkins and Jackson.

Wednesday evening next, February 3d, J. B. Hawkins, the two and five miles road record holder, will meet Hardy Anastasius Jackson, the "Jack Binns" of far West Forty-first street, in a five miles match race on the home trainers. The race will be held at the "Dinnel & Jackson Velodrome," 305 West Forty-first street, New York City.

Revival of Mission Loop Race.

The Mission Loop road race will be revived in San Antonio, Texas, in March, the exact date to be determined later. The race usually is held in May or June, but interest in bicycle racing in San Antonio is so strong that it has been decided to hold the race earlier this year, in order that other races may be held during the season.

A big indoor athletic carnival, which will include several bicycle races, is on the tapis for the week of February 8th to 13th at the Frick Lyceum, Red Bank, N. J. Promoter Fred Frick, a well-known New Jersey rider in the days of the ordinary, has not made up the complete program yet.



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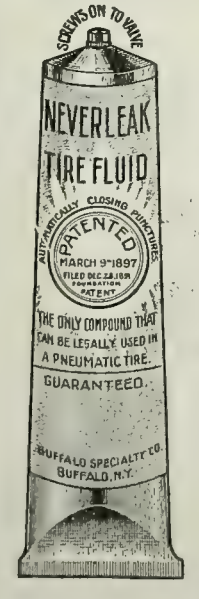
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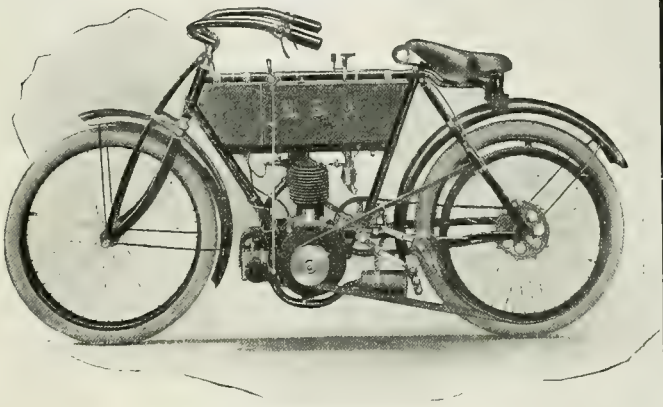
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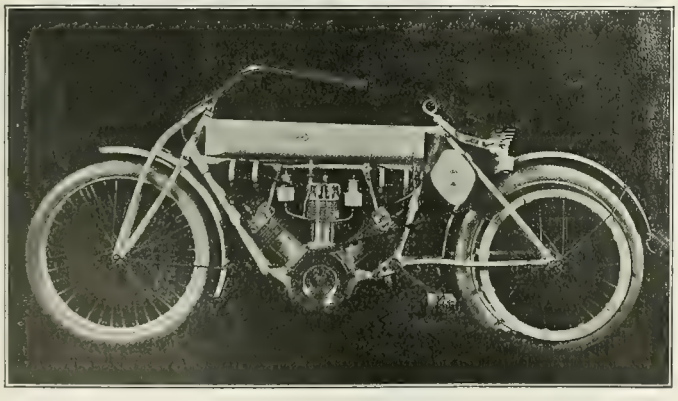
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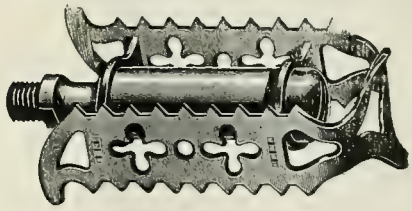
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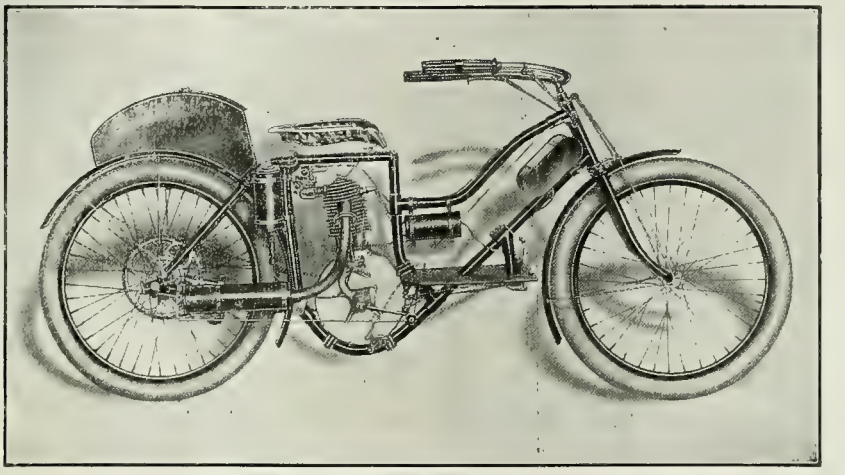
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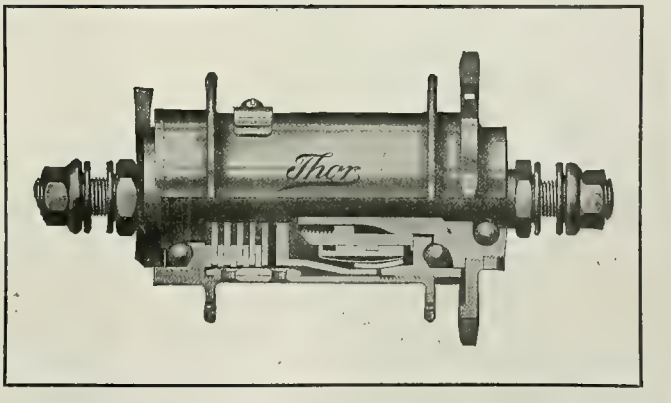
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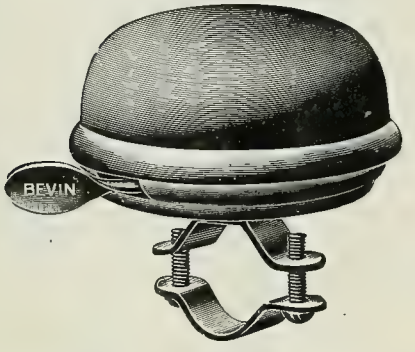


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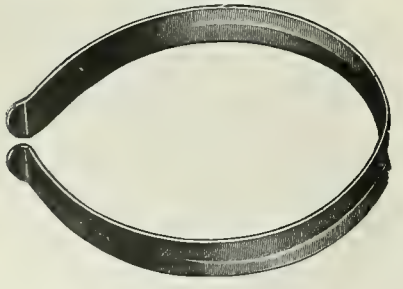
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The Week's Patents.

902,592. Mud Guard for Motorcycles. Walton Maughan, Alston, England. Filed Dec. 3, 1907. Serial No. 404,963.

1. In a combination, a member to be cooled and a wheel mud guard adapted to deflect air therefrom substantially as set forth.

39,620. Design.—Bicycle Frame. Frederick C. Gilbert, Hartford, Conn., assigner to Pope Manufacturing Company, Hartford, Conn., a Corporation of New Jersey. Filed Feb. 25, 1907. Serial No. 359,309. Term of patent 7 years.

The ornamental design for a bicycle frame as shown.



Sager Cushion Fork

Easily attached to any bicycle or motorcycle. Absorbs all jars, jolts and vibrations. Send for Catalogue.

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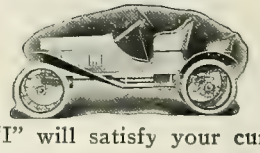
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Book "I" will satisfy your curiosity.

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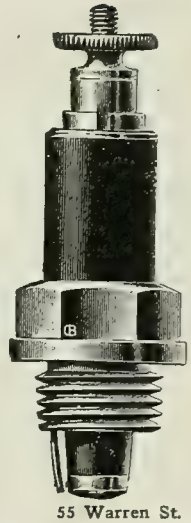
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90c.

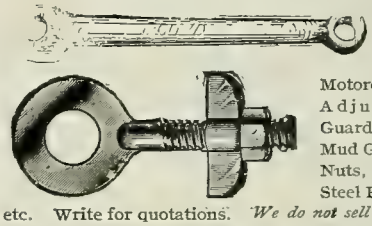
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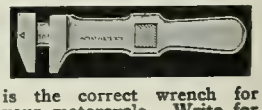


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THE B. & S. MODEL "B"



is the correct wrench for your motorcycle. Write for circular.

The Pathfinder

"A customer said to me, 'I have tried every tire recommended to me and have about given up riding a bicycle.'

"I asked him what kind of roads he traveled.

"He said, 'Every kind and about fifteen miles a day.'

"I handed him a pair of Goodyear Pathfinders and he said, 'Do you think these soft, pliable tires would be of any use to me?' I was certain they would. He purchased a pair and I did not see him again for six months. 'How did you come out with that pair of Pathfinders?' I asked.

"'Why,' he replied, 'I had entirely forgotten that I had any tires on my bicycle.'"

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The Goodyear Pathfinder is the bicycle tire that is making business—and making money—for live dealers all over the country. We have more than 300 agents—one to a town—who tell us the Pathfinder is far and away the most popular tire they ever handled.

Write for our special Pathfinder Tire proposition. If we are not represented in your town this is a chance for you. You can't fail to get the trade on the Pathfinder. It is the easiest riding tire—the most durable tire—the tire that can be repaired—at a moderate price Riders take to it enthusiastically. Every purchaser becomes an advertiser for you. Write today.

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These tires have become famous because they are not only very resilient and easy riding—but durable as well. They *last*.

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To this wearing strength we also unite by the Special Goodyear construction easy riding quality called "Resiliency."

Pathfinder Tires are made of gum as nearly pure as possible in a bicycle tire which will vulcanize properly.

The fabric is Egyptian, of special close weave, which, while very pliable, is of great strength.

Notice the Pathfinder Tire's cover. There's a cover that will be good and strong when others have been worn out and thrown away.

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The reinforcing strip is made of toughened rubber prepared by our patented process which preserves the resiliency while giving the most stubborn resistance to wear.

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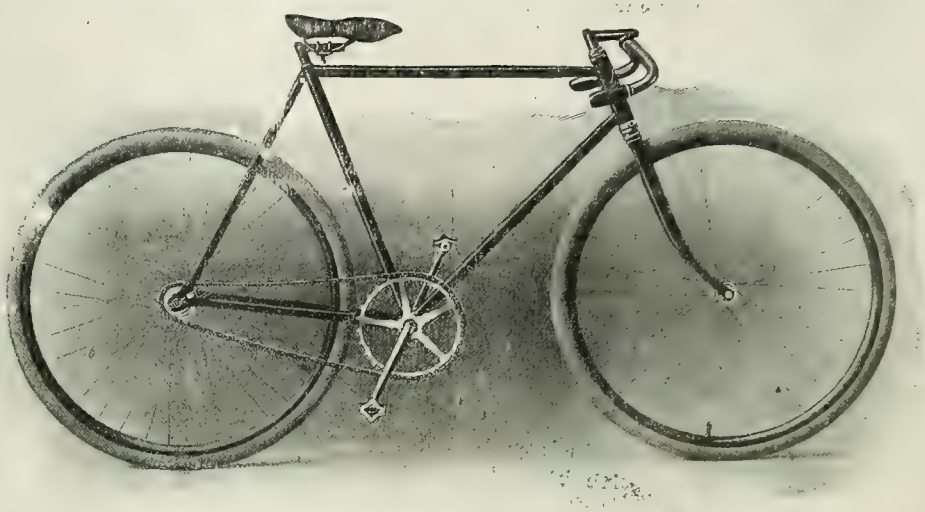
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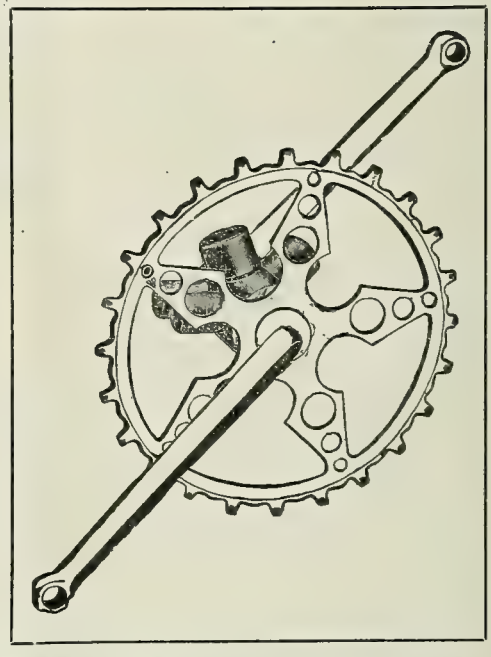
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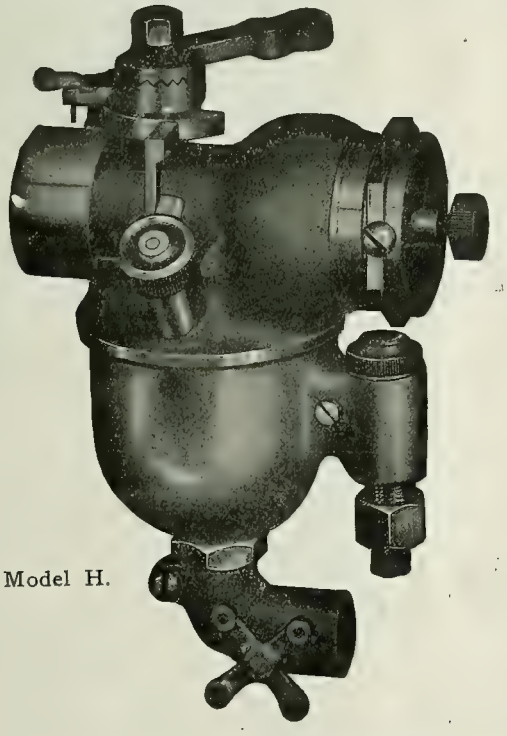
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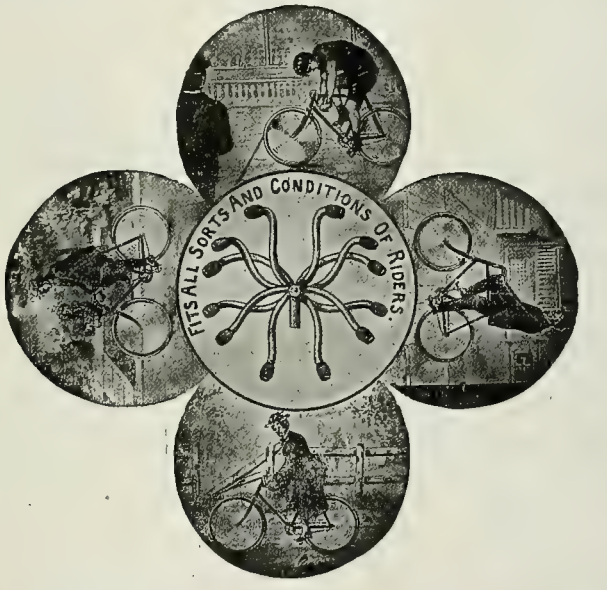
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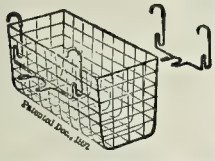
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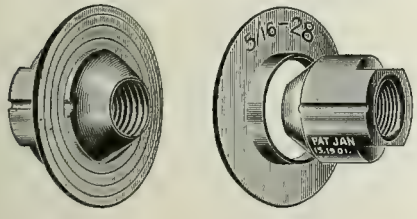
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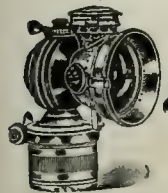
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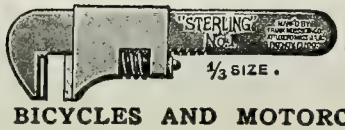


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NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING

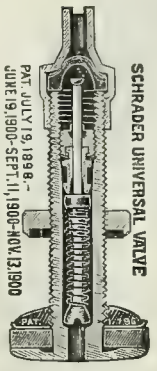
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(Trade Mark, registered April 30, 1895.)

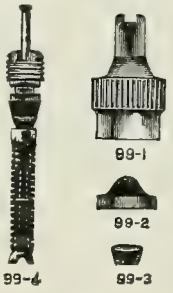
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Manufactured by

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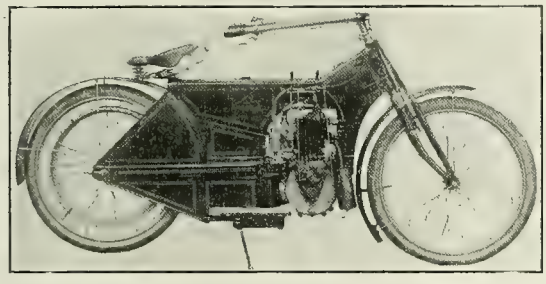
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Motorcycle Show

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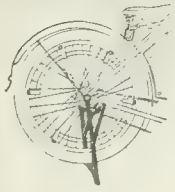
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are the men who will be quick to sell, use or recommend the

Kokomo Motorcycle Tire

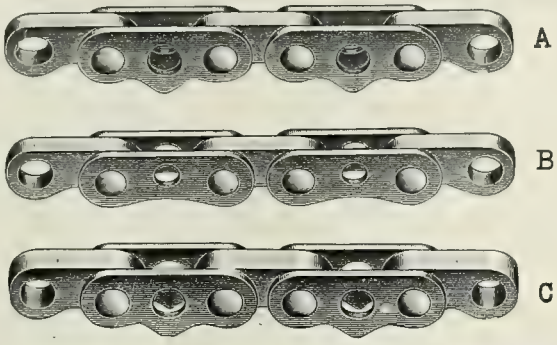


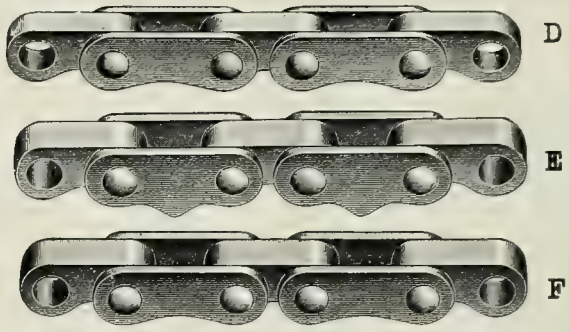
They are in a position to "judge us by our works" and best know the meaning of Kokomo quality and the value of Kokomo tires.

IF YOU ARE NOT FULLY INFORMED WE WILL BE PLEASED TO SEND YOU FULL INFORMATION AND PRICES.

KOKOMO RUBBER COMPANY

KOKOMO, INDIANA





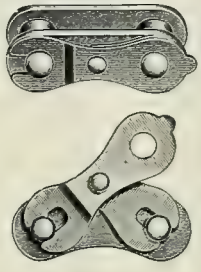
With a new equipment of special machinery and tools we are again making a great specialty of Block Chains for Bicycles and Machine Drives.



INVESTIGATE

Our New Roller Chains ⅝" Pitch

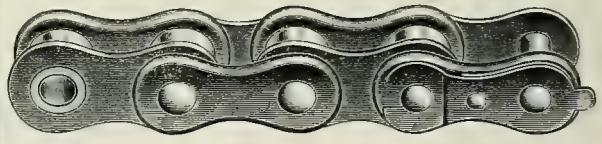
For Motorcycles, Etc.

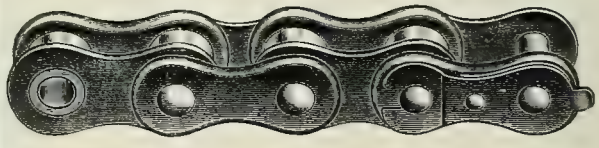


New Patent Safety Connecting Links

For Bicycle and Motorcycle Chains









VIEW IN CHAIN DEPARTMENT

"Whitney" Chains

ARE MADE IN ONE OF THE MOST MODERN OF AMERICAN FIRE-PROOF FACTORIES

The Whitney Mfg. Co.

HARTFORD, CONN.

MORGAN & WRIGHT MOTORCYCLE TIRES

will give your customers perfect service satisfaction. And that will be good for your business.

We can make no stronger assertion for this year's tire than to say it will fully come up to the standard set last season—and that was high. One large dealer put it—"They certainly were 'the goods' last season, and the other people will have to 'go some' to beat them."

The same heavy-woven auto fabric and the same shaped and wrapped method of construction will be used that we employed with such success last year.

Corrugated, Bailey and Basket Weave Treads. Single or double clinch.

You can't go wrong in recommending and selling them to your customers.

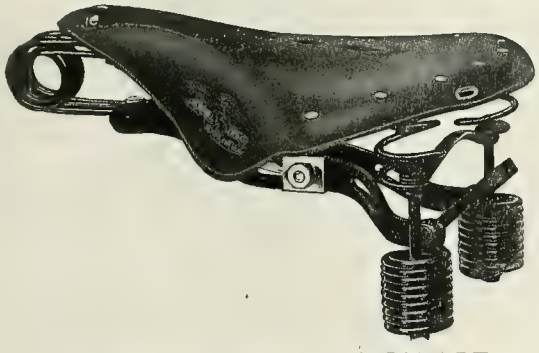
Any manufacturer will honor specifications.

MORGAN & WRIGHT, Detroit

TAKE NOTICE

Motorcycle Manufacturers, Dealers and Riders:

The following guarantee is very peculiar in this way—we will positively live up to it to the letter. READ IT, EVERYBODY; READ IT.



TROXEL EAGLE MOTOR SADDLE
Length, 13¼ inches. Width, 12 inches.



EAGLE IDEAL
Leigth, 12 inches. .Width 9½ inches.



EAGLE LEADER
Length, 10¾ inches. Width, 8¾ inches.



EAGLE RACER
Length, 10¾ inches. Width, 7¾ inches.

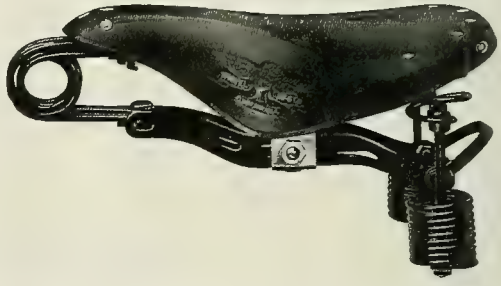
WE are satisfied that the TROXEL EAGLE MOTOR SADDLE has no equal. We are so positive of its durability that every part is guaranteed to such an extent that any individual user of our saddle may (in case any part should happen to break) mail direct to us the broken part and same will be replaced by

Return Mail, Free of Charge,

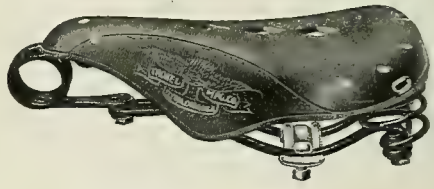
thereby relieving the Manufacturer, Jobber and Dealer of this bother and giving the individual riders such service

At No Expense

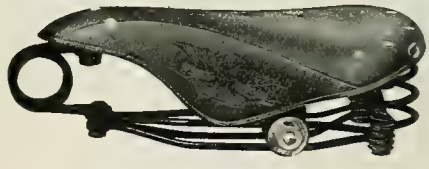
that it will be a pleasure for all to ride a TROXEL EAGLE MOTOR SADDLE, for they know they will be taken care of in a new and satisfactory way.



EAGLE CLIMAX BICYCLE SADDLE
Length, 12 inches.. Width, 9½ inches.



EAGLE ROADSTER
Length, 10¾ inches. Width, 7¾ inches.



EAGLE EMPIRE
Length, 10¾ inches. Width, 7¾ inches.



EAGLE SPECIAL
Length, 10¾ inches. Width, 7¾ inches.

Notice the above line of SUSPENSION SADDLES. They are "World Beaters." You will never be satisfied until you use them. Send for catalog.

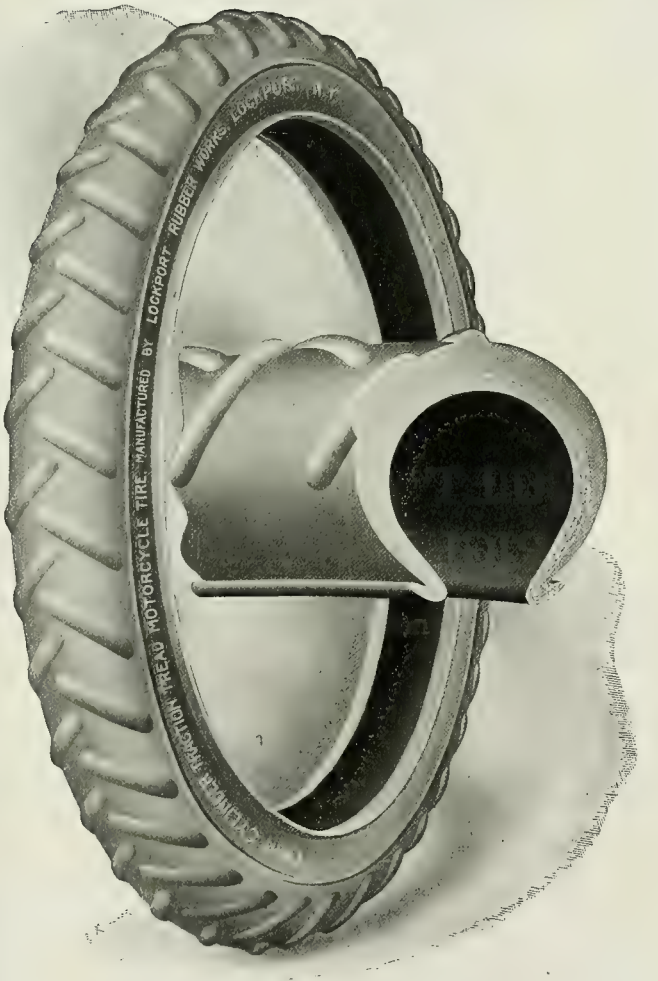
TROXEL MANUFACTURING CO.

ELYRIA, OHIO, U. S. A.

Built for a Motorcycle

TWIN-CYLINDER - TRACTION-TREAD - ANTI-SKID

Not Built Like a Bicycle Tire



Traction on the Hill

Traction on the Level

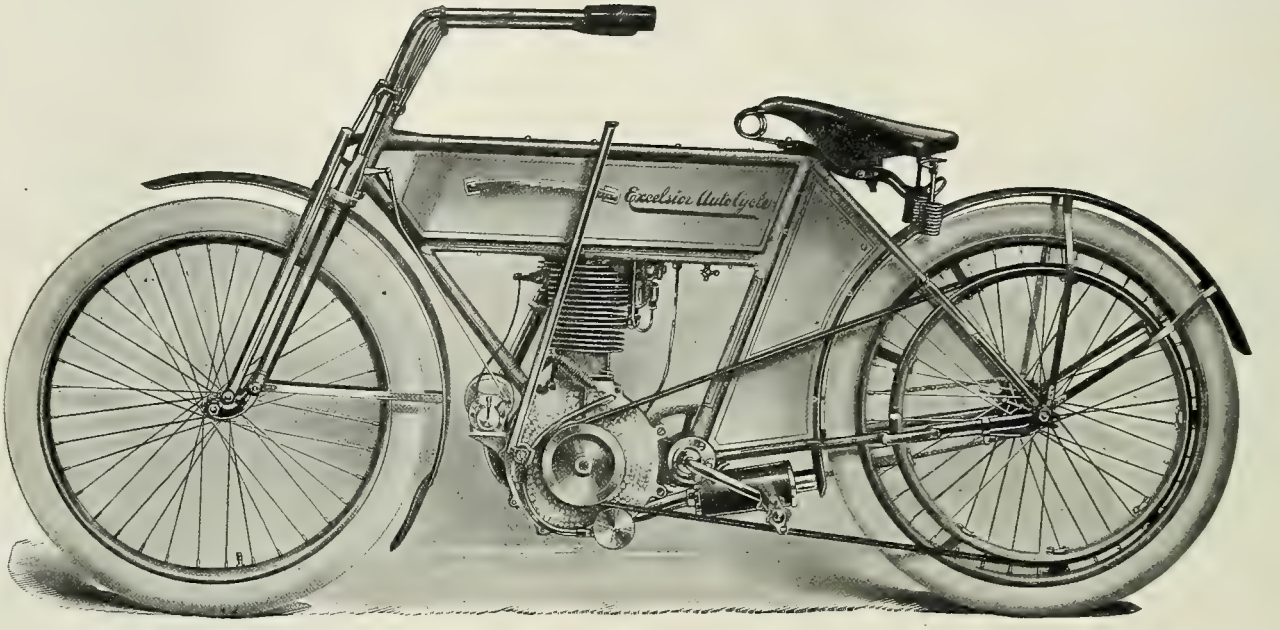
Traction on the Turn

LOCKPORT RUBBER WORKS

LOCKPORT, N. Y.

EXCELSIOR AUTO-CYCLE

FOR 1909



NOT REBUILT AND RECONSTRUCTED
IT WAS RIGHT AT THE BEGINNING

¶ But embodying every new feature found to be a real improvement of practical value.

¶ We were the first advocates of a low saddle position. Watch others follow.

¶ Our positive sight feed oiling system positively eliminates lubrication troubles.

¶ High tension magneto or battery ignition.

¶ Straight line frame that gives the maximum strength at minimum weight.

¶ These are but a few of the many points that make the EXCELSIOR AUTO-CYCLE the one that is always on the job.

¶ See it at the shows or write for our new catalog M C 29.

EXCELSIOR SUPPLY COMPANY

ESTABLISHED 1876.

233-237 Randolph Street, CHICAGO, ILL.

$1.20 a Pound the Market Price of the Rubber in These Tires

Because it is the Finest New Para Rubber—Made of Gum Fresh from the Trees



PATHFINDER MADE BY THE GOODYEAR TIRE & RUBBER CO. AKRON, O.

Para rubber of the best grade is actually quoted at $1.20 as these words are written.

This is the only kind of rubber used in Goodyear Pathfinder Single Tube Bicycle Tires.

That is one of the reasons for the great wearing strength, and long life of Goodyear Pathfinders.

We could use Lapori or Guayule rubber that sells at 35c per pound, or even "reclaimed" rubber—from old boots or garden hose out of which the life has been burned by heat and acid.

We could get this kind of rubber at 10 cents a pound—but it won't do for a Goodyear.

Another reason for Pathfinder durability is the fabric—a special Egyptian, of very close weave.

This fabric costs us 33 cents a pound.

We could use common muslin at 5½ cents a pound.

But the Egyptian fabric in Goodyear Pathfinders has a tensile strength of 150 pounds, to a strip one inch wide, while the ordinary muslin breaks at from 40 to 60 pounds.

Notice the Pathfinder Tire's cover—there's a cover that will be good and strong when others have been worn out and thrown away. Yet the Pathfinder yields in your hands. These tires have become famous because they are not only springy and easy-riding, but durable as well. They last.

The trouble with most bicycle tires is that they are not both easy and long-lived.

If they are resilient enough to ride comfortably they soon wear out, and if they are strong enough to last they are so hard and unyielding as to be practically solid tires.

In the Pathfinder tires we unite strength to resiliency by the special Goodyear construction.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the easy riding quality while giving the most stubborn resistance.

The rim side of the Pathfinder is pebbled so as to give the rim cement a tight grip and thus prevent creeping.

You can repair the Pathfinder tire.

This is another great feature of economy. Many bicycle tires cannot be repaired; when they begin to "go" they are done for.

Remember, with all its superior qualities, the Pathfinder is a tire of moderate price.

We have throughout the country more than 375 agents for Pathfinders, who tell us it is by far the most popular tire they ever handled.

Our special Pathfinder Tire proposition is making money for agents. If we are not represented in your town, this is a chance for you.

Write us today for sample section of the Pathfinder.

GOODYEAR Pathfinder

BICYCLE TIRE

Branches

Boston, 261 Dartmouth St.; Cincinnati, 317 E. Fifth St.; Los Angeles, 932 S. Main St.; Philadelphia, Broad and Fairmount Ave.; New York, 64th St. and Broadway; San Francisco, 506 Golden Gate Ave.; Chicago, 80-82 Michigan Ave.; Cleveland, 2005 Euclid Ave.; Milwaukee, 188-192 Eighth Street.

The Goodyear Tire & Rubber Co.

Moal Street, AKRON, OHIO

Branches

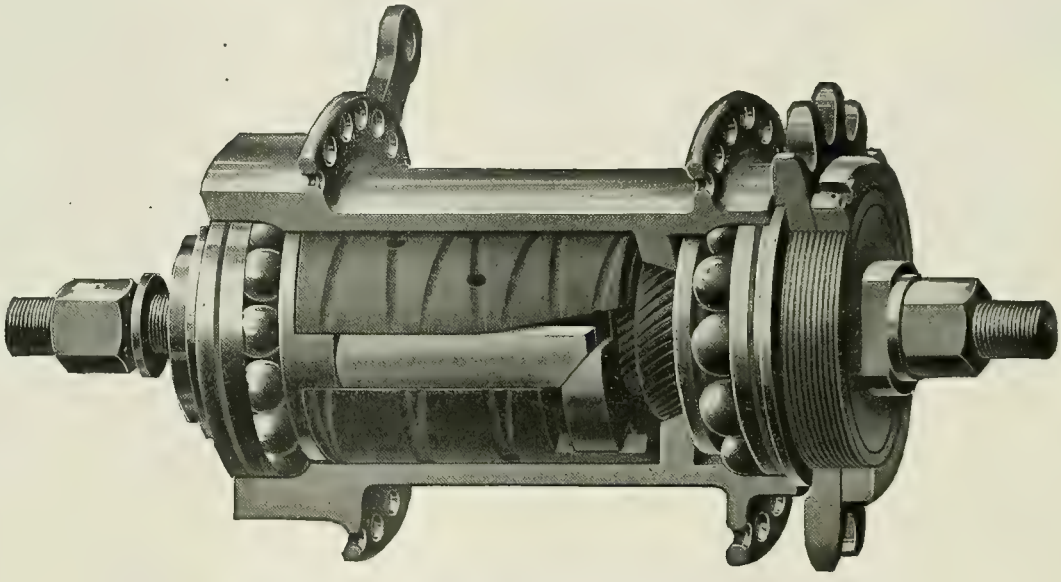
St. Louis, 3935-3937 Olive St.; Buffalo, 719 Main St.; Detroit, 251 Jefferson Ave.; Pittsburg, 5988 Centre Ave.; Omaha, 2020-2022 Farnum St.; Washington, 1026 Connecticut Ave.; Atlanta, 90 N. Pryor St.; Dallas, 111 N. Akard St.; Denver, 28 West Colfax Ave.

THE DEMONSTRATION

of the

Eclipse Coaster Brake

at our exhibit in the Motorcycle Section of the Madison Square Garden Show served to convince thousands of its superiority.



Its simplicity, its great strength, its lever principle, its wide braking surface, and its freedom from springs, rings and other small parts make so plain that a truly satisfactory brake for motorcycles finally is procurable that any man with an open mind readily can see it and must admit it.

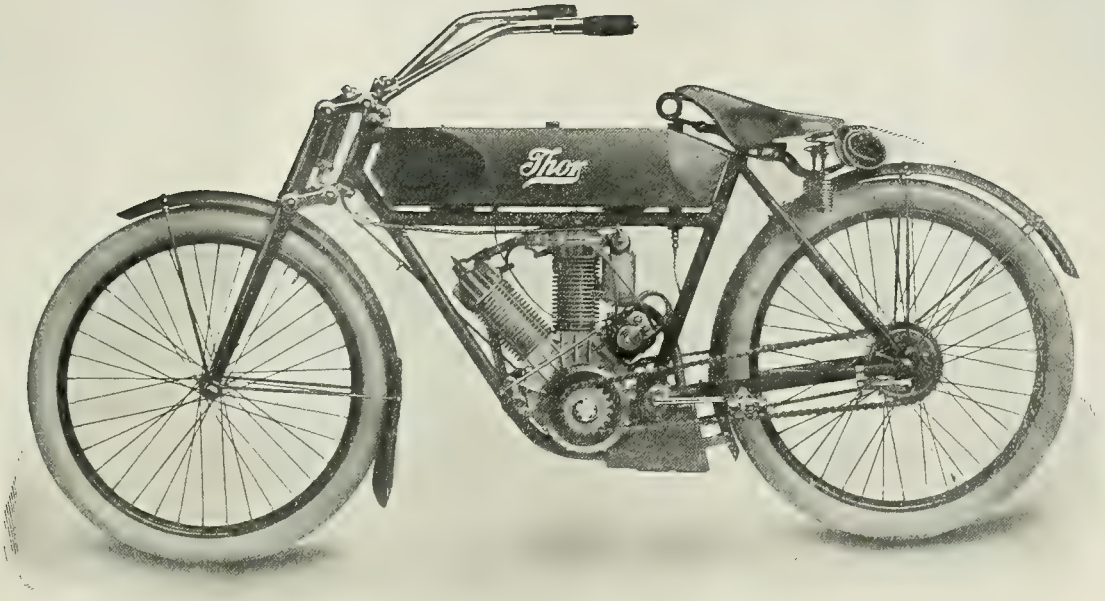
IS YOURS AN OPEN MIND?

Eclipse Machine Company

ELMIRA, NEW YORK

LICENSED COASTER BRAKE MANUFACTURERS

IT'S SO EASY TO SELL



DURING the past eight years salesmen selling motorcycles to dealers pointed with pride to his sample, telling the dealer that the motor was a *Thor* and the *Thor* motor sold thousands of motorcycles. *Thor* reputation for Quality was the factor. It is these well advertised facts that make it easy to sell

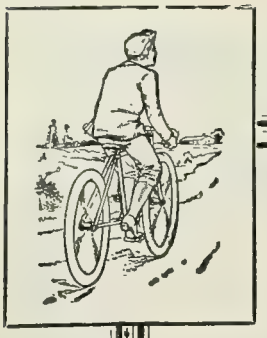
Thor The Motorcycle Supreme

Eight years experience—over 10,000 *Thor* motors in use—give us a reputation for **Quality, Quantity** and Satisfied Customers. A reputation still out of the reach of other makers, but one we will share with the Wise Dealer who desires to sell our line.

Catalog B9 on request. We have room for more agents.

Aurora Automatic Machinery Co. AURORA, ILL.

DISTRIBUTORS—For Greater New York, Long Island and New Jersey—JOHN S. LENGS SONS CO., 33 Murray St., New York. For Massachusetts, New Hampshire, Vermont and Maine—MOTORCYCLE SPECIALTY CO., 258 Columbus Ave., Boston. For California—A. FREED, San Francisco and Los Angeles.





Trick Riders All Endorse

Diamond

Oriental Bicycle Tires

THE RED TIRE WITH THE CORRUGATED TREAD.

No danger of accident.



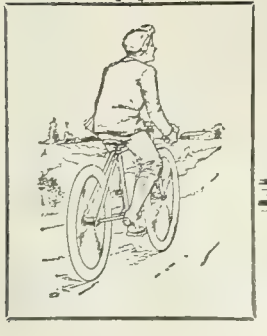
Diamond Oriental Red Tires not only make a fine appearance on account of their lively color, but they are built in the Diamond way.

The Diamond Line—complete—meets every requirement. Single or Double Tube. Plain or or corrugated tread. Complete catalog on request.

THE DIAMOND RUBBER CO., Akron, Ohio

DISTRIBUTING POINTS:

NEW YORK	1876 Broadway	BUFFALO	715-17 Main St.
DETROIT	265 Jefferson Ave.	MINNEAPOLIS	117 S. Sixth St.
BOSTON	223 Columbus Ave.	SAN FRANCISCO	Mission & Second Sts.
CHICAGO	1523-31 Michigan Ave.	LOS ANGELES	1207 S. Main St.
ST. LOUIS	3963-5 Olive St.	PITTSBURG	6122 Centre Ave., East End
CLEVELAND	1514 Euclid Ave.	KANSAS CITY	1329-31 Union Ave.
PHILADELPHIA	304-6 N. Broad St.	DENVER	1735 Arapahoe St.





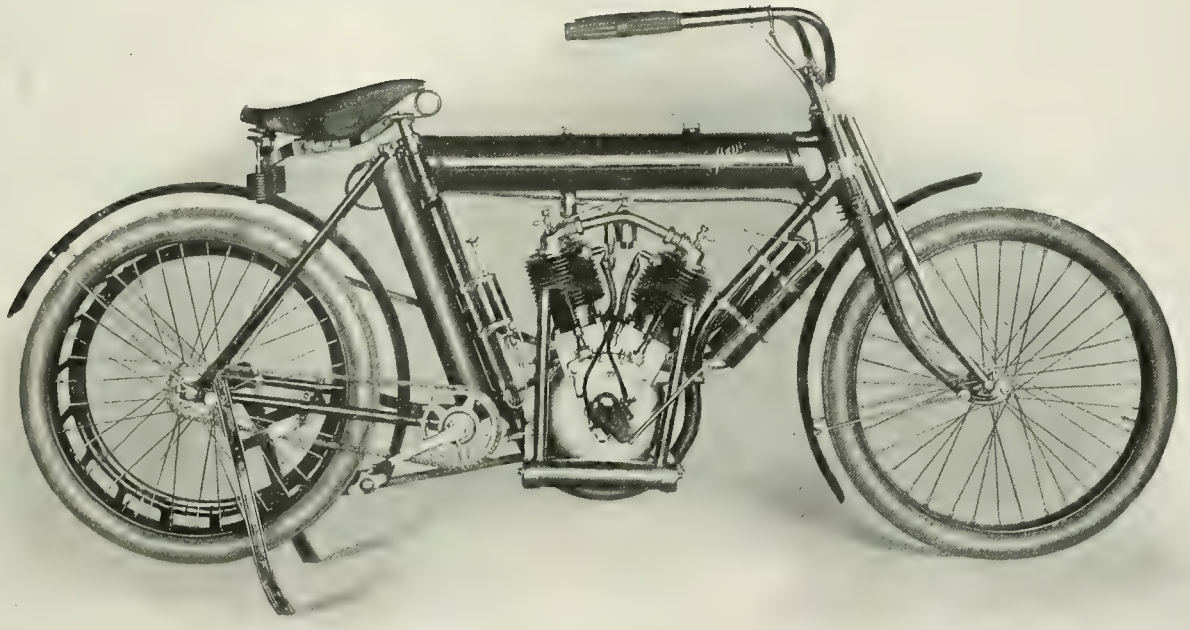
ARMAC

Ideas

are cheap, but the fulfilment is hard. We have the best ideas, which are given to the rider in their most practical form.

POWER, SPEED AND RELIABILITY

Are Our Watchwords



This is Our Latest Idea Ezpressed in a Most Practical Form.

Write for our advance sheet and if you are in Chicago, visit our booth No. 97 at the show and get one of our novelties.

Agents Get Our Proposition

ARMAC MOTOR COMPANY

472 Carroll Avenue, CHICAGO, ILL.

Musselman Coaster Brakes are the smallest and best.
Unquestionable guarantee given with each brake.
Sold by all leading jobbers and dealers.
Simple in construction, strong and durable.
Every part performs its work perfectly.
Light in weight, small and compact.
Many coaster brakes, but only ONE Musselman.
Ask the man who has one on his wheel.
No side-arm or lock washer required on the Musselman Brake.

MADE ONLY BY

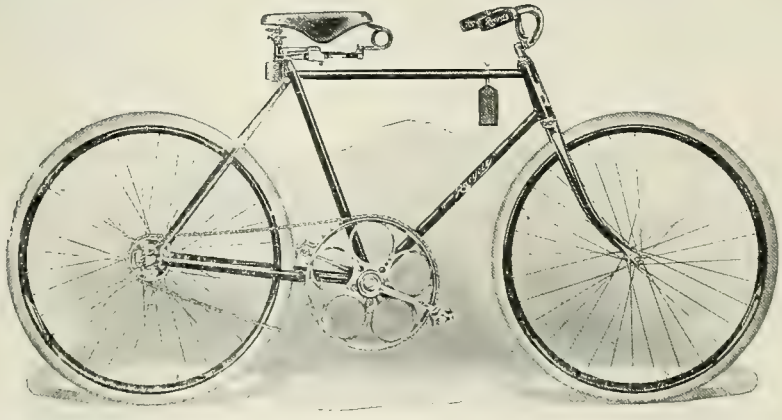
The Miami Cycle & Mfg. Co.

MIDDLETOWN, OHIO

Licensed Coaster Brake Manufacturers

THE KING OF ALL BICYCLES

The Racycle Pacemaker



The best and most profitable agency proposition in the world. Write for full particulars.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

F. M. JONES, Pacific Coast Representative, Sacramento, Cal.

ELYEA-AUSTELL CO., Southern Distributors, Atlanta, Ga.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVIII New York, U. S. A. Saturday, February 6, 1909. No. 20

NEW FIRM FAILS TO MATERIALIZE

Kellogg and Morton not in Business Together—Former Makes a Shift and Identifies Himself with Ovington.

The New York firm Morton & Kellogg is "off." News of its formation was given to the Bicycling World on Thursday of last week by one of the supposed partners and four days later apparently was confirmed by the other one, but the partnership apparently had not been thoroughly cemented, as on Tuesday last, E. L. Ovington, president of the Ovington Motor Co., announced that "we have this day made arrangements whereby Stanley T. Kellogg takes entire charge of our retail department in conjunction with his eastern distributing agency for Excelsior motorcycles, which agency he still retains in his own name." Ovington himself will devote his efforts wholly to the wholesaling of the F. N. motorcycles and the supplies which he is handling.

The prominence of the three men concerned and their unexpected negotiations one with the other has served to add interest to their affairs. Ovington is president of the F. A. M., Morton is chairman of the F. A. M. competition committee, and Kellogg is a several times F. A. M. champion and record holder. As manager of Ovington's retail department, Kellogg will deal with not only the F. N., but with the Merkel and Light motorcycles, for which the Ovington company has the New York agency, and as the Excelsior representation is his own, he, of course, will not overlook that machine even in a retail way. Kellogg naturally will be located in the Ovington store on Broadway.

Since the latest turn of affairs, Morton has not been heard from. It is known, however, that before taking up with Kellogg he was negotiating with a well known motorcycle manufacturer with a view of representing him on the road and keeping an eye on his racing interests and it is stated that these negotiations now may be brought to a head. At any rate he has disposed of his interests in a horse business in which latterly he was engaged and has made no great secret of his desire to become identified with the motorcycle industry.

Friedenstein's Foreign Company Fails.

The South British Trading Co., of London, which handled several American accounts, is in the hands of a liquidator. Its assets amount to £4,663 and its liabilities to £10,745. The principal stockholder and managing director of the company is Joseph Friedenstein, who previous to locating in London, was the well known and well liked head of the Anglo-American Cycle Fittings Co., of New York, which long since expired. Associated with Friedenstein was W. H. Wells, formerly of Brooklyn, N. Y.. Among other things, the South British Trading Co., assembled and marketed the Vindec motorcycle, for the handling of which Wells two months since sought to float a separate concern, the Vindec Motorcycle Co., capitalized at £20,000. This venture proved unsuccessful, however, only £6,000 of the stock having been subscribed for.

Stearns to Produce Lockport Tires.

W. F. Stearns, a man of wide experience in tire making, has become identified with the Lockport Rubber Works, Lockport, N. Y., in a financial way and has assumed the duties of factory manager. He will have full charge of the manufacturing of the new Lockport twin cylinder traction tread tire for motorcycles which has attracted much notice.

Locating M-M Branch in Chicago.

The American Motor Co. has leased the premises 1536 Michigan avenue, Chicago, which will be equipped and conducted as a western branch. Guy M. Greene, who has been in charge of the M-M retail store in Boston, will manage the Chicago establishment, temporarily at least.

MOTORCYCLES AT CHICAGO SHOW

More of Them There Than Ever Before—Nineteen Exhibits Listed, Including Six not Shown in New York.

As was the case in the Madison Square Garden show in New York, the motorcycle section of the automobile show in the Chicago Coliseum, which will be inaugurated tonight, will be much greater in extent and in variety than on any previous occasion.

At the last Chicago show, the motorcycle section was constituted of 13 exhibitors; in the approaching event, there will be 21 separate exhibits of which 19 will be of motorcycles. Of the number, six were not displayed in New York. They are the Armac, Magnet, Minneapolis, Torpedo, Thiem and Wagner. Five brands staged in New York will be absent from Chicago.

As before, the motorcycle section will be located on the second floor of the Coliseum Annex. The exhibitors and the spaces they will occupy are as follows:

American Motor Co., Brockton, Mass., 138-139—M-M motorcycles.

Armac Motor Co., Chicago, Ill., 97—Armac motorcycles.

Aurora Automatic Machinery Co., Aurora, Ill., 134-135—Thor motorcycles.

Auto-Bi Co., Buffalo, N. Y., 137—Greyhound motorcycles.

The Bicycling World and Motorcycle Review, New York, 101.

Consolidated Mfg. Co., Toledo, O., 131—Yale motorcycles.

Excelsior Supply Co., Chicago, Ill., 128-129—Excelsior motorcycles.

Harley-Davidson Motor Co., Chicago, Ill., 127—Harley-Davidson motorcycles.

Hendee Mfg. Co., Springfield, Ill., 122-126—Indian motorcycles.

Hornecker Mfg. Co., Genesee, Ill., 96—Torpedo motorcycles.

Magnet Motor Co., Chicago, Ill., 102—Magnet motorcycles.

Merkel-Light Motor Co., Pottstown, Pa., 92-93—Merkel-Light motorcycles.

Minneapolis Motor Cycle Co., Minneapolis, Minn., 89—Minneapolis motorcycles.

Motorcycle Illustrated, New York, 103.

New Era Gas Engine Co., Dayton, O., 98—New Era motorcycles.

N. S. U. Motor Co., New York, 140-141—N. S. U. motorcycles.

Ovington Motor Co., New York, 131-133—F. N. motorcycles.

Pierce Cycle Co., Buffalo, N. Y., 90—Pierce motorcycles.

Reading Standard Co., Reading, Pa., 99-100—Reading Standard motorcycles.

Thiem Mfg. Co., Minneapolis, Minn., 136—Thiem motorcycles.

Wagner Motor Cycle Co., St. Paul, Minn., 130—Wagner motorcycles.

The six machines which were not shown in New York will hold their full quota of interest. The Armac, always one of the most distinctive and featureful machines, will for the first time be shown in twin form; the Wagner, with a more powerful motor, new tanks and rubber V belt and a number of minor refinements, will show the effect of the "sprucing up" and the Wagner exhibit will include also the only ladies' motorcycle manufactured in America; the Torpedo will be distinguished by a new spring frame, a new and distinctive handle bar and new muffler, while the Minneapolis as the only American motorcycle regularly mounting a two-speed gear, will claim attention because of that fact, not to mention other features. Of the Thiem little or nothing has been made known in advance of the show. The sixth machine, the Magnet, is a German production employing belt drive and incorporating a number of characteristics peculiar to itself.

Visitor from Zion in New York.

W. F. Fowler, manager of the sporting goods department of the Salt Lake Hardware Co., Salt Lake City, is in the East on an extended visit to the trades people with whom his house has connections. The company, which handles Columbias and Monarchs, is one of the truly large concerns in the far West and they pay real attention to the sale of bicycles.

Automobile Firm Adds Motorcycles.

Due to the persuasiveness of Stanley T. Kellogg, the Fairfield Automobile Co., of Bridgeport, Conn., have "taken on" motorcycles. They have been given the Excelsior agency for all of Fairfield county. Harry D. Gates, the manager of the company, originally was one of the first motorcyclists in that part of Connecticut.

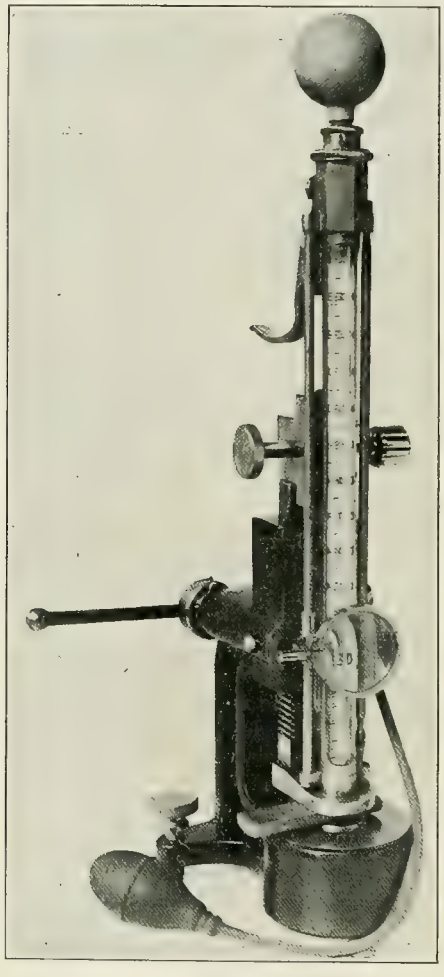
Oberwegner Moves to Larger Quarters.

The Oberwegner Motor Co., Toledo, O., have removed to new and larger quarters at 139 Michigan street, in Toledo, of course. In addition to producing the O. M. C. stand, the Oberwegner company are doing a general jobbing business in motorcycle supplies, handling nothing else.

PERMITS TESTS OF ALL MATERIALS

Remarkable Little Instrument that Shows Virtues of Metal, Rubber or Fabric—How It Operates.

Making it possible to select the best materials for each and every part of a bicycle or motorcycle, from tubing to tires, by a testing method unlike anything that has been available before, a new device recently



THE SHORE SCLEROSCOPE

has made its appearance, and is attracting no little attention from manufacturers and others who are perplexed by the difficulties of choosing or identifying the best metals for the different kinds of service. The instrument, which is only about a foot high, is called the "Shore scleroscope" and its manner of testing metals and other substances is so simple that even the non-technical layman has no great difficulty in understanding its operation.

By determining the hardness of the various metals which are submitted to it, from soft lead to the hardest steels, it provides data, which taken in connection with the degree to which the metals may be bent before taking a permanent set or before actually breaking, gives a very correct measure of strength and elastic limit, and of ultimate strength. The method of showing the hardness is to allow a tiny little plunger, weighing about one-twelfth of an ounce, to drop less than a foot in height inside of a highly polished glass tube down upon the metal to be tested. The plunger or drop hammer has a diamond set in its striking point which enables it to penetrate the hardest steel an unlimited number of times.

At the top of the indicator tube, as shown in the accompanying illustration, there is a suction bulb for drawing up the little hammer, while the lower bulb connected with the tube, is to release the hammer. When the latter falls on the metal, it has stored up in it a certain amount of energy, which would make it rebound almost the full height of the fall were not some of it absorbed by the metal or other substance. Softer metals yield more than hard ones, so that it follows that the higher the rebound of the indicator hammer, the greater must be the actual hardness of the metal. Because of the small area of the point, the actual striking force of the hammer when it falls is estimated to be as high as 500,000 pounds per square inch.

For use in connection with rubber, wood, tire fabric and other substances, the striking face of the hammer is changed to knife-edge forms, long piercing points of such shapes as are best adapted to meet the special requirements of the test, readings being taken both as to the rebound of the hammer and the number of times that the latter must be dropped to effect a given amount of cutting or penetration. Simple as it is in principle, each instrument costs as much as a good motorcycle, but its enormous value is assisting in the selection of the best materials is of a character to make it of benefit both to the maker and the rider. It is an American invention which is made and marketed by the Shore Insturment & Mfg. Co., New York City.

Will Make Tiresele Better Known.

Henceforth, Tiresele, an anti-leak compound which the manufacturers, the Tiresele Co., Newark, N. J., state has been marketed in a small way for some six or seven years, is to be pushed aggressively and a determined effort made to thoroughly introduce it to cyclists and motorcyclists. To this end the company aims to appoint local agents throughout the entrie country. Tiresele itself is a mineral powder which, mixed with a small quantity of water, is injected into the tire through the valve. It is guaranteed to contain no acids and to be perfectly harmless and to in no way affect vulcanization processes. It is designed not only to cure porous single tubes, but to render them puncture proof; the same is true also of inner tubes of detachable tires.

Handling Harley-Davidsons in Pueblo.

The Pueblo Motor Co. is the style of a new firm which has commenced business at 104 East Fourth street, Pueblo, Colo., and of which Grant Sichtenberger is the active man. The firm is handling Harley-Davidson motorcycles.

EXPORTS UNDER THE MILLION MARK

Figures for the Year 1908 Disclose Drop of 35 Per Cent.—Slight Gains Offset by Large Losses.

For the first time since the exportation of American bicycles attained real strength, the total value of the business for a twelvemonth has fallen below the million dollar mark. As the month reports clearly foreshadowed such a condition, the statistics for the year 1908, which became available this week, will cause small surprise, however great may be the regrets.

Not only is the decline considerably greater than was shown by the figures for 1907, but its percentage to the total volume of the preceding year's business is very much larger. The decline in 1907 amounted to $321,819, or nearly 23 per cent. of the figures for that year being $1,082,727, as against $1,404,546 in 1906. For 1908 the exports aggregated $702,109, a decline of $380,618, or something over 35 per cent. The losses are distributed over thirteen of the eighteen geographical divisions, and are heaviest in the United Kingdom, where the figures are cut from $257,159 to $80,704; Other Europe, cut from $159,551 to $92,024; Japan, cut from $105,783 to $68,602; France, cut from $53,461 to $14,551; British Australasia, cut from $87,634 to $72,501; and Germany, cut from $40,193 to $29,019. Among the countries where gains have been made Other Asia and Oceania makes the best showing, with a total of $23,757 as against $14,459 in 1907, although Belgium, showing a smaller gain, exceeds in the amount of trade. The other divisions in which gains were made are Argentina, Other South America, and the division designated Other Countries.

The closing month of the year did nothing to check the general downward trend, although the loss was somewhat less than usual.

The figures in detail for the year and for last month thereof are as follows:

	December		12 Months Ending December		
	1907	1908	1906	1907	1908
Exported to—					
United Kingdom	$9,800	$8,275	$271,474	$257,159	$80,704
Belgium	.....	4,168	27,836	24,988	29,361
France	491	7,295	19,385	53,461	14,551
Germany	2,460	1,566	80,685	40,193	29,019
Italy	2,173	1,297	30,398	23,250	22,941
Netherlands	2,105	1,835	118,966	35,781	34,277
Other Europe	11,312	9,692	243,729	159,551	92,024
British North America	2,296	1,403	66,388	63,309	57,842
Mexico	10,401	5,686	106,393	92,406	81,489
Cuba	4,095	1,211	31,180	49,779	27,087
Other West Indies and Bermuda	1,777	1,554	21,683	23,453	19,506
Argentina	1,498	821	17,992	16,844	18,646
Brazil	1,156	573	10,584	13,679	5,876
Other South America	166	908	20,367	13,308	15,342
Japan	9,202	6,031	209,691	105,783	68,602
British Australasia	4,278	4,978	83,783	87,634	72,501
Other Asia and Oceania	1,263	1,606	27,934	14,459	23,757
Other countries	295	686	16,078	7,690	8,584
Total	$64,768	$59,585	$1,404,546	$1,082,727	$702,109

Corson's Radical Spring Suspended Saddle.

As a companion to his spring handle bar, E. H. Corson, manager of the Motorcycle Specialty Co., Boston, Mass., has evolved a spring saddle attachment which is all that the term implies. As shown by the accompanying illustration, it literally is a saddle top suspended not on, but from, springs, which may be fitted to any machine without sacrificing a low saddle position. The device consists of a pair of rear stays mounted on the rear axle in a vertical position, and at the top having a curved bar. To this bar are attached three coil springs at equally distant points. In place of the regular seatpost is inserted a tube from which the



forward extension has been removed, and to which is attached two coil springs, shorter and heavier than those in the rear. It constitutes a radical departure from conventional methods of saddle suspension.

The saddle itself consists of a padded seat having no under frame or springs, and is attached at its forward end to the two short springs which are fastened to the seat post. At the rear it is supported by the three long springs which are connected to the top cross member of the auxiliary stays. Being suspended between springs at two points it has a wide range of vertical action with no under-frame to limit the downward travel. It is claimed to wholly absorb all vibration by the method of suspension, which entirely eliminates the rigid support beneath the saddle.

FUTURE MAY HOLD FIXED IGNITION

So Says Lecturer in Discussing Magnetos—Characteristics and Advantages of Those Instruments Pointed Out.

"Magnetos," the topic of the Concourse Motorcycle Club's first lecture, attracted a large and interested audience to Huber's Casino, New York, on Tuesday evening last, 2d inst. M. E. Toepel, of Splitdorf's Laboratory, was the lecturer of the evening and handled the subject in a fashion that was understandable to all of his auditors and added to the enlightenment by taking apart a Bosch magneto and passing around the several parts for inspection and also by answering a number of questions.

In introducing the subject Mr. Toepel said that the first known use of a magneto stands to the credit of an Italian in 1833. Today it is rapidly superseding batteries and coils for ignition purposes, although there are many who still erroneously regard it as a box of tricks. The lecturer stated that he himself had this season used a magneto 3,000 miles without experiencing trouble. In connection with the use of magnetos the chief thing to bear in mind, he added, was to leave them alone. Apart from other advantages, he declared that the hotter spark giving instant ignition, resulted in an increase in power. This increase is particularly noticeable in hill climbing. From the standpoint of flexibility, however, the magneto is not on equal terms with the battery, due to its narrower range of retard and advance, but a trend towards fixed ignition is apparent, and Mr. Toepel thinks that form of ignition ultimately may become general. By "fixed ignition" substantially is meant a fixed spark, the time of which cannot be altered, the speed being governed solely by throttle, the hotter spark of the magneto and consequent practically instantaneous ignition of the gas rendering the rate of the revolutions and the position of the piston of not so much moment as is the case with batteries.

To "age" them, that is, to insure their retention of their virtues, the magnets used for magnetos are charged with electricity while immersed in boiling water, and then are treated with a paint solution to prevent rust. The iron core, wound with fine wire and mounted on bearings at either end, which comprises the armature, when rotated between the pole shoes generates the high tension current.

Pitting of the contact points, which is present to a large extent with the battery system with its direct current, is greatly decreased with an alternating current induced in a magneto. With the latter the contact breaker and the plug points should be much closer than in the battery system, to insure easy starting, as in the former the supply of energy is stored to be used when wanted, whereas with a magneto the current is

generated as required. The spark plug, too, should have stouter points than those ordinarily employed, as the hotter spark of the magneto will consume light points and thus increase the length of the jump. A gauge is furnished by most manufacturers of magnetos to aid in securing the proper adjustment of the points. The function performed by the condenser, which comprises several layers of tinfoil contained in the aluminum case which roofs the armature, is the absorption of the flame which occurs when the contact is broken, and which otherwise would cause the destruction of the platinum points of the contact breaker which is a part of the magneto.

The weight of magnetos ranges from 3¼ pounds to 9½ pounds. As no advantage is derived from the heavier types by reason of their additional weight, it would appear natural that the lighter types would have the preference particularly on motorcycles, where the question of weight is of importance. As a coil and battery weighs between 8 and 8½ pounds, while the average magneto weighs 7½ pounds, exclusive of driving gears, the weight is about even in either case.

The bearings are provided with wick oilers, which should be fed with sperm or 3-in-One oil every 100 or 150 miles. Too much oil should not be used, lest it be communicated to the fiber ring in the circuit breaker and the spark cause it to carbonize and create a short circuit. Magnetos are, however, provided with an overflow pipe to prevent an over supply of oil.

While the mechanism is sufficiently protected to resist the ordinary attacks of the elements, when the magneto is exposed to heavy rain for a considerable period the protection of a rubber hood may prove desirable to prevent rust; an ordinary rain, however, is not likely to cause trouble. The exterior surface of the magneto should be cleaned off occasionally with a cloth to remove any dust that may collect and the platinum points kept clean and close together.

Two methods of driving magnetos are used—an enclosed chain and a train of gears, with the latter in more general use. When driven by chain the pull of the chain causes the bearings to wear more rapidly than where a gear drive is used. With the gears the life of the bearings, with proper attention is about two years. An instance was cited, however, where a magneto had run 17,000 miles without requiring replacement of the bearings.

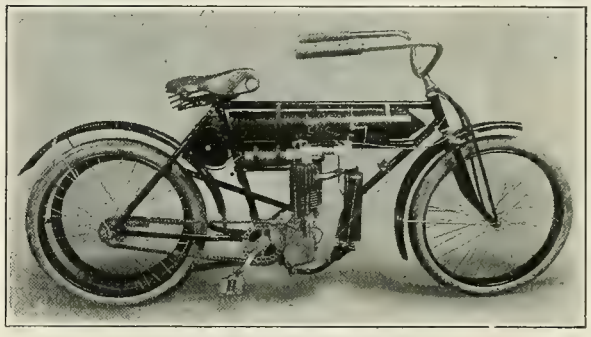
Mr. Toepel said that the magnets will retain their magnetism for three or four years and when exhausted it may be restored with proper apparatus in about five minutes. Asked regarding the necessity for placing a "keeper," that is, a piece of metal, across the poles of the magnets, in the event of dismantling an instrument, in order that they might not lose their strength, Mr. Toepel said it was not necessary unless they were to be laid aside for a considerable period.

ERIE WITH A TWO SPEED GEAR

One of the New Models for 1909 Thus Equipped—Other Improvements that the Line Presents.

It is with a number of new features which make for increased comfort and reliability that the 1909 line of Erie motorcycles is being presented by its makers, the Motorcycle Equipment & Supply Co., of Hammondsport, N. Y.

The two models which comprise the line will both employ single cylinder engines of 3½ horsepower, and be built along the same lines in other respects, save that one of them will be equipped with a two speed gear and free engine. In frame design the Erie belongs to that coterie who employ



ERIE MOTORCYCLE, 1909 MODEL.

the double truss loop frame, which for 1909 has received additional strengthening. The fork is of the rigid type, with truss reinforcement. In the matter of engine improvements the adoption of mechanical inlet valves probably is the chief. It is placed over the exhaust valve, where the incoming gases may aid in cooling the latter, and is operated by an overhead rocker.

A new feature making for durability in the engine is the use of a hardened steel sleeve on the crank shaft. Battery ignition is used, the cells being contained in a metal case carried inside the upper rear stays. They are securely fastened to prevent movement, and are readily accessible by loosening one nut and detaching the cover of the battery box.

The muffler is carried in front of the engine in close proximity to it, to which the exhaust from the engine passes through a very short tube. It has been provided with a lever operated cut-out. A V-belt has replaced the flat belt, which was formerly used, and the idler has been dispensed with; a wide range of adjustment for taking up slack in the belt is provided at the rear stays.

Another improvement in the new model is the adoption of double grip control, this accession rounding out to its completion the single grip system used in the past. A new type of handle bar, longer and wider than heretofore,; a torpedo tank carried between the truss members, has separate compartments for oil and gasolene in ample quantity; 2¼-inch tires in place of the 2-inch formerly used, and wider mudguards, reinforced to prevent twisting, comprise other refinements of an appreciable nature.

No Loophole in British Patent Law.

Despite the advices of an American Consul in Great Britain that it was the general opinion that the words "manufactured to an adequate extent" in the new British patent law would be so liberally construed as to permit parts made in America to enter into the construction of articles made in the United Kingdom, the court has decided to the contrary.

The law requires all foreign patentees to produce or have their goods produced in the Kingdom under penalty of forfeiture of patent rights, and while it was thought that this might be held to apply only to the particular feature covered by a patent and not to the entire article into which it might enter into combination, the effect of the court's ruling is to entirely upset such notions.

In the decision just rendered—the second decision under the new act—an American's patent, No. 26,519 of 1906, on a lockstitch machine, has been revoked. In this machine most of the parts entering into its composition were manufactured in the United States and imported, and together with some parts manufactured in England, were assembled for sale. The Comptroller General ruled that the American patentees had not "adequately worked" their patent in England by merely making a small number of substituted parts. It seems, therefore, that assembly abroad will not serve to protect the rights of American patent owners, and that nothing short of complete manufacture over there will suffice to meet the requirements of the new law.

Parts that Potash Will Injure.

Because the practice in some repair shops of removing old enamel from frames, forks, etc., by boiling in a tank of hot potash, serves that purpose, it does not follow that such a bath is good for other parts. While the use of potash is not attended with injurious effects to steel, tin or copper, crank cases or other aluminum parts never should be immersed in it, as it will cause rapid disintegration of the metal.

Another Solution of the Tire Problem.

The tire problem has been solved again! F. M. Georgi, a Chicago manufacturer of pool table pockets, fringes, etc., is the man who this time has "done the deed." His substitute for the pneumatic tire consists of a bunch of "closely lying twisted woolen strands" bound with an "external wrapping of cord" which is inserted in the rubber shoe in place of the usual air tube. The tire then is laced to the rim.

EVOLUTION OF THE COASTER BRAKE

Primitive Forms of Early Brakes—J. S. Edge Credited with First Free Wheel Back-Pedaling Device.

It has frequently been stated that the introduction of the free wheel gave rise to the invention of the coaster hub brake; we are not inclined to adopt this view, for various reasons, says the Cycle Trader. Firstly, the wheel was largely used in the 80's, when brakes were more or less in their infancy, and the coaster hub brake was nonexistent; secondly, the direct progenitor of the coaster hub brake, the "retarder brake," contained no free wheel at all; and, thirdly, the history of the coaster hub brake shows that it was evolved concurrently with, and not out of, the modern free wheel. Probably the universal adoption of the free wheel influenced the more general use of brakes, but in our opinion the coaster hub brake would have been invented and adopted, even if the free wheel had not been resuscitated in 1897, after lying dormant for years. In support of this view, let us examine very shortly how and when the coaster brake in its earliest form was first conceived, for which purpose it will also be instructive to glance in a very summary manner at the evolution of cycle brakes generally.

In the early days of the "ordinary" bicycle, the commonest form of brake was the roller or spoon acting upon the tire of the back wheel, and actuated by a cord from the handlebar, while another style in frequent use was the skid or ground brake. Neither of these was very satisfactory in use, and they were accordingly soon replaced by roller or spoon brakes acting upon the tire of the front wheel, which, while more efficient as regards braking power, added another element of danger to the sport of cycling, inasmuch as from their very nature they were liable to cause "headers"; we can very well remember the objections offered on this score to the "double-lever spoon brake," which, nevertheless, very quickly received almost universal application, and held sway for many years.

Numerous attempts were made to obviate the dangers which its use involved, most of them being directed to the application of the braking power to a drum fixed to the hub; the best known of these brakes was probably Harrington's, which was applied on both sides of the front wheel by two wires operated by thumb pieces attached to sleeves rotating on the handlebars. Brophy's patent (1,953, of 1878) shows a free wheel and coaster brake arrangement of a primitive kind, with a band brake acting on the exterior periphery of a drum, but it was probably never used commercially. Otto's brake (patent 2,164, of 1879) was applied to drums on each driving wheel of the Otto bicycle, and was not unsuccessful, although, of course, confined to the particular machine mentioned. Lake's patent (5,284, of 1879) is interesting as showing a very early combination of speed gear and brake, while Weatherill's (4,767, of 1880) discloses the first application to cycles, of which we know, of an internal hub brake worked by a screw, and at the same time it shows the adaptation of a cone clutch for driving.

Except that the de-clutching and braking operations are performed by means of a hand wheel, this invention has an astonishingly modern appearance at first glance, but if it be remembered that the cone-and-screw clutch and internal brake are both old devices, well known in mechanics in exactly similar applications, the merit of this invention will not appear to be very great. An external example of the internal expanding brake is found in Mortimer's patent (3,279, of 1881), and another in Otto's patent (3,744, of 1881), this latter acting by the opening of a split brake ring in the manner now commonly employed. Phillips' patent (5,307, of 1882) affords an excellent specimen of early combination of the screw clutch with a friction-spring device for bringing it into operation, but it was not until 1884 (patent 295) that J. S. Edge showed how it was possible to apply an arrangement to a cycle permitting of forward driving, free-wheeling, and braking by backward foot pressure. At the present day his device appears somewhat crude and complicated, more especially as it did not automatically allow of the machine being wheeled backwards, but undoubtedly it constituted a very material advance upon anything which had been previously done, and it embodied a central idea which has been utilized subsequently in practically every coaster hub, namely, the employment of two oppositely-acting clutches.

The seed thus sown has taken root, and has grown into a mighty tree with many branches, but that J. S. Edge was the earliest inventor thoroughly to realize the problem and to devise a practical solution of it, admits of no doubt whatever.

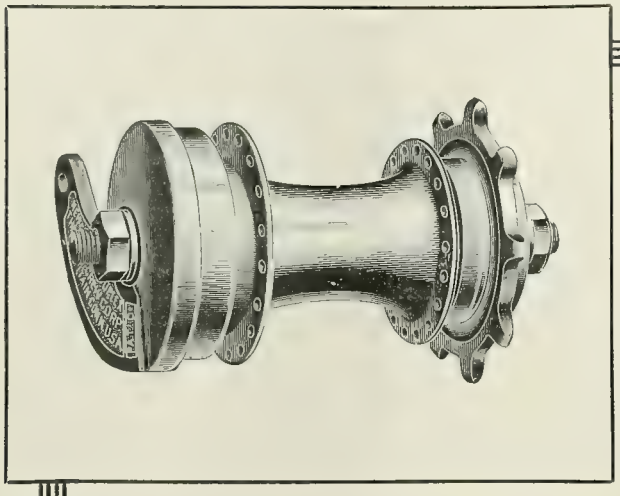
Like many another pioneer, Edge seems to have been before his time, and so little was his invention appreciated that for years he had not even an imitator; it was not until 1893 that Gardner (patent 16,043) introduced his "retarder," which, however, was not a hub brake at all, but was contained in the front sprocket wheel. This device, which was actually in use commercially for some time, failed for two reasons; firstly, it did not provide a free wheel, and, secondly, the reversal of the pedals to apply the brake was necessarily accompanied by a sudden shock to the feet, which were liable to be thrown off the pedals. The idea embodied in this invention re-appears in several later patents, the apparatus being in some cases contained in the back wheel sprocket, but no really successful device could, in the nature of things, ever be evolved from it. Lamplugh's cable rim brake, which also received commercial application, was in reality a retrograde step, as the point of application of braking power was removed from the centre to the circumference of the wheel, but it was probably a step in the evolution, proving where power should not be applied.

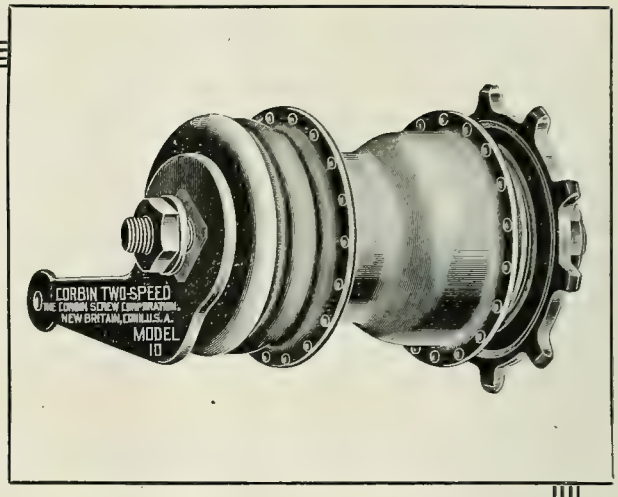
A free wheel back-pedalling brake contained in the crank bracket chain wheel is described in Juhel's patent (8,833, of 1895), and it formed a really practicable device, which was in use for some years, both in England and France. Except that it did not permit of backward wheeling of the machine, and that roller clutches were employed, it was quite a satisfactory article, and would no doubt have survived if more efficient inventions had not speedily been evolved. The same remark applies also to several inventions patented in 1896 and 1897, one or two of which were, we believe, actually used either in England or America.

It was not, however, until the year 1898 that any really satisfactory solution of the free wheel and brake hub problem was evolved. Starting with Borcherding and Fincke (9,715, of 1898) and Hocquart (9,817, of 1898), which both have external brakes in combination with driving and free-wheeling means, one comes to Allan and Moore (9,863), which has a laterally acting brake, and to Renouf (14,177), which is apparently the earliest self-contained coaster hub disclosed by the British patent records, if the same inventor's patent 11,267, of 1907, be excepted. Then, in quick succession, come Lalanne (18,503), Priest (20,429), and Lake (20,891), with which latter the coaster hub, as it is known and used at the present day, is reached. Double cone-clutch, internal expanding brake, retarder-spring, and screw mechanism, all the features in fact that one finds in the modern coaster, are present in Lake's patent, and it is questionable whether any real improvement, except in minor details, has been effected since the date of this invention. Many attempts have been made to achieve the same object by other means, but so well has the monopoly granted by this patent been upheld that, until quite recently, the English market was controlled by owners of this invention.

In the United States and on the Continent of Europe, matters are apparently not quite in a similar position, and even in England, within a comparatively recent period, several different solutions of the coaster brake problem have been put on the market. Whether they will ever achieve such an astonishing success as has fallen to the lot of the cone-and-screw coasters remains to be seen, but as Lake's patent expires in 1912, there are now no longer the same inducements to manufacturers to evolve new methods as existed some years ago.

If a plate or bar of mild steel lasts for a year in service it may be trusted to last for many years. The most injurious thing is continual bending backward and forward, as in what is called the "painting" of a boiler end. Steel has a somewhat "tumultuous youth," but "in middle age it is trustworthy, and in old age beyond reproach," remarks London Engineering.





Practically Every Manufacturer of Bicycles and Motorcycles

is glad to honor specifications for

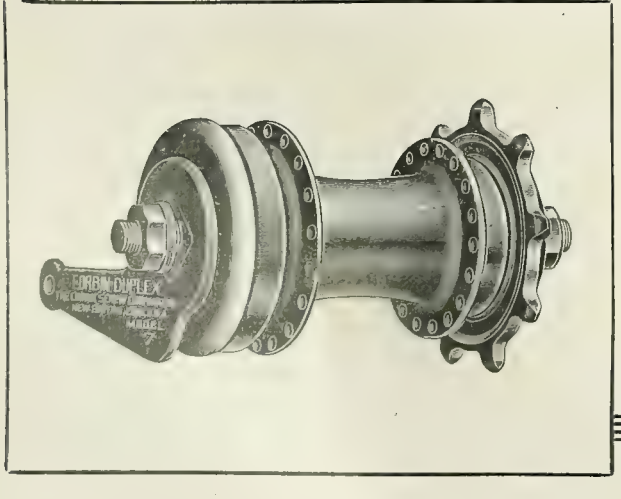
Corbin Coaster Brakes

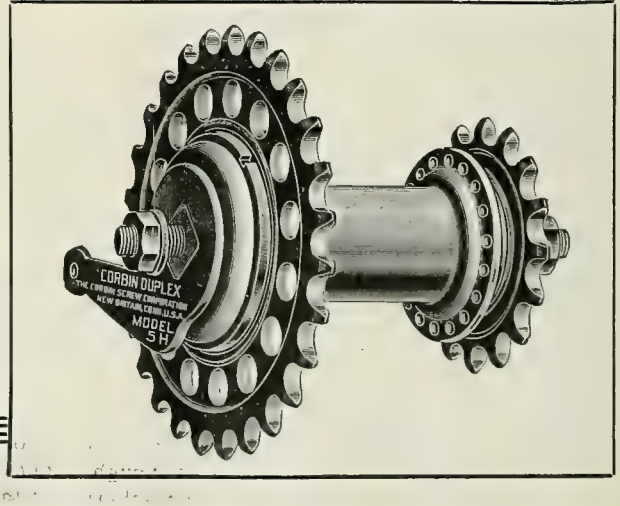
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FOUNDED 1877

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, FEBRUARY 6, 1909.

Due to error, the pages of last week's Bicycling World were numbered 861 to 896 inclusive, instead of 717 to 752. In order that the consecutiveness of the volume shall be preserved proper allowance has been made and the correct numbering resumed with this issue. Any subscriber preserving a file of the Bicycling World will be enabled, therefore, to alter last week's folios and thereby be possessed of a volume which has not the appearance of an omission of 144 pages.

The Rating of Motorcycles.

As our editorial of last week indicated, we were prepared for objections to the suggested basis for horsepower rating. We expected, as we then stated, that science and theory would be brought to bear against the suggestion of an inelastic basis for rating just as a correspondent in another column so courteously brings them to bear.

We were conscious that the proposal that ten cubic inches of piston displacement be agreed on, if not as the unit of horsepower, then as the equivalent of one horsepower, would be sufficient to startle men steeped in the sciences, but we have met few of those whose book learning is not so profound who have not expressed sympathy or agreement with the suggestion, which sympathy is not concealed by our correspondent. They all are agreed that the term horsepower, as applied to gasolene engines, conveys small meaning and would welcome a rule of thumb gauge should such a measure prove possible. With comparatively few exceptions, the unscientific persons who have had to do with motors confess that they were possessed of the idea that a 3 horsepower engine, for instance, had the power of three horses, and the power to lift 33,000 pounds per "horse," and there is small room for doubt that this is the notion that generally prevails. But of course, after becoming possessed of machines, few motorcyclists long retain that impression; to them horsepower scarcely is more than a figure of speech.

Dissenters from the suggested basis of rating object not so much to the main idea of arriving at an easily understandable method of rating as to the confusion of volume or capacity with power, which they maintain are not comparable one with the other, or susceptible of reconciliation in more than a vague way. They agree that it is both possible and desirable to say that ten cubic inches should "yield" one horsepower, but they will not admit that it is fair or exact to contend that ten cubic inches should be "equivalent" to one horsepower, which to many persons will appear a distinction without a very large difference. If a difference in the choice of words is the chief obstacle to the reaching of an agreement on a basis of rating that is at once simple and understandable to the populace it should not be very difficult to overcome.

Our proposal that piston displacement be considered as a measure of power—or as a capacity for power, if the purists prefer the latter expression—was advanced solely to give impetus to the subject and to prevent such enormous discrepancies as now exist between piston displacement and rated horsepower. It is a subject which merits the attention of the Motorcycle Manufacturers Association and if while they are about it they can evolve something simpler than the more or less abstruse formulas evolved by automobile manufacturers, the world and their industry will be the gainers. In respect to the application of piston displacement they already are "nearer the people" than their compeers in the four-wheeled realm, and if they are able to get still nearer by the use of simple figures and simple terms, cobwebbed precedent should not be permitted to stand in the way.

If it is considered too radical or too much like turning back the hands of time to agree that ten cubic inches of piston displacement are equal to one horsepower, the manufacturers may agree that they are equal to one motor power, and that one motor power is equivalent to whatever horsepower may be disclosed by dynamometer tests. These dynamometer tests should be encouraged by all means. They will prevent the manufacturers from deceiving themselves and, in turn, their customers. If the Motorcycle Manufacturers Association should agree that at least once each year six or a dozen of each of their stock models shall be so tested and officially certified the results should keep the factory heads constantly on their mettle and up to concert pitch and the efficiency of their products would measure up accordingly. Failure to adopt the M. M. A. basis of rating and to obtain its dynamometer certification would be of potent influence in weeding out doubtful productions.

If ever the association takes up the matter of rating we sincerely hope that any system which may be adopted will have as its foundation power delivered at the rim of the rear wheel as disclosed by the dynamometer. From the standpoint of the purchaser any other power is mere fiction; it is the power he pays for and which he thinks he obtains, and is the only power that serves him. He does not care a rap that an engine of itself may develop 5 "horsepower" or 3 "motor power" if 15 or 50 per cent. of it is lost in transmission.

Although last year the F. A. M. took up with the Auto-Cycle Union of Great Britain the matter of recognition of records made in America and the A. C. U. agreed that thereafter they would not be overlooked, apparently not the foreign organization, but a solitary individual, holding no office, is the only keeper or repository of records that exists on the "tight little isle." He just has compiled his table and the English publications gravely print his figures as "the" records. Apparently he is unaware that such a country as America is on the map, although most of the world's records stand to the credit of this country, and the universe knows, or should know, that they represent certified performances, made on practical machines of a given capacity, and not on nondescript and abnormal "freaks," as is the case with some of the "personally recognized" records appearing in the English table. If the A. C. U. is what it is supposed to be, it is time it asserted itself.

CORRESPONDENCE

Calls Anew for Better Horn Clamps.

Editor of the Bicycling World:

During show week I attended the exhibit in Madison Square Garden intending to order various motorcycle supplies, among them, horns, but in looking over the "new models" I found no change. The situation suggests this question to the dealers and riders: Is the present type of horn clamp satisfactory—the clamp that requires the use of a roll of tape wound around the ⅞" handlebar top so that a horn clamp that's made to fit a 1¼" automobile steering wheel will hold? Or would not dealers and riders rather buy a horn that will hold tight to a ⅞" or 1" handlebar top with but one layer of tape?

If the makers of motorcycles or the horn manufacturers supplied and put horns on the handlebars this matter I am sure would have been attended to long ago; as it is, it is up to the dealer to find the remedy as he sells the horns to the riders and eight times out of ten has to put them on. It's not only the cost of the tape and the time it takes to put it on the bar, but the horn won't stay tight until the tape hardens, which requires a couple of weeks. If dealers will refuse to accept horns until they get something satisfactory, the horn manufacturers will be compelled to provide proper clamps, and if dealers refuse to purchase now, there still will be time to get the clamps made before they are wanted by the riders.

I brought this to the attention of the makers early in 1908 through the Bicycling World and there is no excuse for them, as they have had a year to dispose of what stock they had on hand. I for one am in the market for 100 horns and I would be pleased to hear from anybody, maker or jobber, who can supply me with the proper goods.

B. A. SWENSON, Providence, R. I.

Power Rating and Actual Performance.

Editor of the Bicycling World:

The editorial in your issue of January 30th, entitled "For a Standard of Horsepower," touches a point that I have more than once pondered over. If you will permit me to say so, however, I do not like your suggestion of a short cut, a rule of thumb method of estimating.

If you please, put yourself in the position of a prospective purchaser. If he be a thinking man and has a certain sum to spend for a motorcycle, he will want that machine (other conditions being about equal) which will deliver the most power at the rim of the rear wheel. Now how would you measure power? Certainly in units of power—horse-power. It would comfort that man but little to tell him that this machine has a piston displacement of 20 cubic inches, or that one, 25 cubic inches. That reply would not assure him that he could reach the top of a certain hill, or that he could have a friendly brush on a road at 40 miles per hour.

Piston displacement is but one factor of the power and it is very inaccurate to adopt it alone as a measure of power. Brevity and simplicity are nice in their place, but involved products of science, such as motorcycles surely are, require accurate formulae to express their operation with any degree of satisfaction.

I am not prepared to suggest a formula. That would seem to be the business of the manufacturers. They should, however, be fair with the buying public. They should guarantee a certain horsepower to their standard makes, when running at a certain speed. And that guarantee ought to be based not altogether on technical computations, but on the results of tests. Not long since I read in a technical paper an account of a very fine testing machine for automobiles, located, I believe, in New York. Absolute facts come from such tests. The motor writes its own record. Some enterprising manufacturer should build such and hold it open at nominal fee to whosoever cares to use it to test his cycle.

I hope other people will interest themselves in this matter, stimulated by your paper. The good that will come from it will benefit future purchasers, and what benefits the purchaser, doubly benefits the maker.

PENNSYLVANIA, Johnstown, Pa.

Elusive Leaks in His Inner Tube.

Editor of the Bicycling World:

In the hope of finding some way out of the following difficulty I am appealing to you. I have, and am using, two inner tubes in bicycle tires, and though under the most vigorous and repeated tests, I can find no hole or leak in them when they are inflated under water, when they are put on the wheels they will not hold up more than 24 to 48 hours. These are not the highest grade tubes, but as they have been in use only a short time they ought not to act in this fashion.

F. V. M., Hutchinson, Kan.

[Possibly the tubes are slightly porous, but the valve usually is the source of slow leaks, particularly in the case of inner tubes. Occasionally it happens that the binding nut on the valve seat so effectually will cover a minute hole or even a fairly large cut that not even immersion in water will disclose the leak unless the valve is moved to and fro.]

Has Ignition and Compression Troubles.

Editor of the Bicycling World:

I recently purchased a second hand 1908 Indian twin cylinder, which seems to be in good condition, but am having ignition trouble; the batteries test from 5 to 10 amperes and platinum points are worn. The motor misfires and will not fire at all unless spark is advanced to full extent, and will not run with throttle closed. Is that a proper adjustment for Indian carburetter? Can the carburetter be set to allow machine to run with throttle closed? I took off cylinder heads and cleaned carbon out and since I did so the compression is bad. Will you kindly give me some advice through your valuable paper?

LESLIE K. LUTZ, Amanda, Ohio.

[Five amperes is well below the limit of safe sparking for a twin. It is not impossible that a fresh battery will cure all your ills, except the loss of compression, and in all probability the latter is due to a leak and consequent need of a new gasket between head and cylinder. Misfiring is traceable to so many causes that it is not possible to enumerate them, but generally speaking, refusal to fire unless spark is well advanced is due to contact points being too close together. Of course, the carburetter is designed to operate with throttle closed. You evidently have not found the proper mixture and require experience with the air shutter. "Care and Repair of Motorcycles" should prove exceedingly helpful to you.]

Needs to Know His Magneto Better.

Editor of the Bicycling World:

I have been using a twin motorcycle fitted with magneto and it is not to my liking, as I have to shift the timing for high and slow speeds. The cylinders are set at 50 degrees and this reduces the spark advance considerably. How can this be overcome? In my opinion a spark advance and retard twice as great as is possible with present types of magnetos would prove of great assistance.

KAY, Cleveland, Ohio.

[It is probable that your trouble is due to your efforts at timing. A difference of one or two teeth makes a great difference in operation. There is no way that you can increase the range of advance and retard. With the Bosch the range is 22 degrees on the magneto, which, driven at cam shaft speed, is equal to about 44 degrees on the engine. The magneto manufacturers issue separate instruction books applying to the instruments for each angle of cylinders and it will be well for you to obtain one.]

One Question Answered, Another Open.

Editor of the Bicycling World:

Being a subscriber to your valuable paper, I would like your opinion on the following questions:

1. Which do you consider the best for all-round road work, battery or magneto ignition?

2. Is a twin of six or seven horsepower as satisfactory for general road riding as a single of three or four horsepower?

READER, Connersville, Ind.

[Magneto, when first cost is not a consideration. 2. We have doubts; but it is an open question.]

"I would not be without the Bicycling World for anything. It certainly is the 'real thing.'"—Henry Shuk, North Yakima, Wash.

N. C. A. HOLDS BUSY SESSION

Adee Re-elected President and Other Officers Chosen — Three Amateurs "Turned"—Prince Warned.

While much of the business transacted at the annual meeting of the National Cycling Association, held at the Bartholdi Hotel, New York City, on Tuesday night, 2nd inst., was of a routine order, many topics of interest and of vital importance to the sport were discussed. Some of the most important questions, those affecting the amateurism of several riders, the over-valuation of prizes and the status of the promoters who debase amateurism, came up for discussion late in the evening, so late in fact, that it was necessary to adjourn before the subjects were thoroughly threshed out. Another big meeting will be held on Wednesday night of next week when several important issues will be decided, the nature of which cannot be made public at this time.

The meeting on Tuesday night, however, showed that bicycle racing is in a more flourishing condition than for a number of years past. Since the annual meeting of last year, new outdoor tracks have been built in Newark, N. J.; Clifton, N. J.; Salt Air, Utah, and Los Angeles, Cal., and during the year racing has been held upon indoor tracks constructed at San Jose, Cal.; Madison Square Garden, New York City; Boston, Mass.; Kansas City, Mo.; Paterson and Trenton, N. J. A new track has just been built at Atlanta, Ga., and other new tracks are in prospect for Brooklyn, and Springfield, Mass.

The meeting was called to order by President D. M. Adee, those in attendance being Charles B. Bloemecke, for the Newark (N. J.) Velodrome, Paul Thomas, Century Club Association; C. Ross Klosterman, of Baltimore, Md.; R. A. VanDyke, secretary; R. F. Kelsey, chairman Board of Control; John Valentine, proxy for Revere Beach Saucer, and E. W. Bowen, of the Park Square Coliseum, Boston.

After the reading of the minutes of the last meeting the regular order of business was suspended to consider the application of the Stadium Amusement Co., Paterson, N. J., which now owns the Clifton Stadium. The officers of the company are John Cannon, president; Albert McBrier, treasurer, and Clarence Finkel, secretary. The application for a franchise for the Clifton saucer disclosed an interesting situation. The track was constructed last summer by Prince & Eck and later sold to the Stadium Amusement Co., who imagined they were purchasing a permanent franchise. The purchasers, who are new to the racing game, and who were at that time unacquainted with the methods of Prince & Eck, discovered that the latter sold them a franchise which they did not possess. It also is claimed that the franchise of the Newark track embraces the territory upon which the Clifton track is located. In view of this fact it was voted to give the Stadium Amusement Co. a conditional franchise. The condition is that only professional motor-paced and amateur races are to be held on the Clifton Stadium Sundays and holidays, so as not to interefere with the running of the sprint card at the Newark Velodrome. Mr. Bloemecke and Mr. Finkel both stated that they would co-operate with each other during the coming season for the good of all concerned.

Unless Jack Prince settles his obligations before a date to be determined by the Chairman of the Board of Control, he will be laid on the shelf indefinitely. Prince's case came up for discussion on the complaints of several riders and others that he had not



DANIEL M. ADEE

fulfilled obligations assumed during the Trenton and Paterson abbreviated six day meets. Prince will be given a certain time to settle and unless this is done he will be restrained from further operations.

President Adee reviewed the work of the past year and thanked the officers for their co-operation. He was followed by Chairman Kelsey, whose report showed that besides an increase in the number of tracks, as stated before, a noticeable increase in registrations was apparent, the net gain since 1907 being 163 riders. After paying all expenses there remained in the treasury a balance of $1,113.38, which was applied to Treasurer Kelsey's salary.

Upon motion of Mr. Klosterman, seconded by Mr. Bowen, the secretary was instructed to cast one ballot for the following officers, all of which were re-elected.

President, D. M. Adee; first vice-president, C. B. Bloemecke; second vice-president, P. T. Powers; secretary, R. A. Van Dyke; Board of Control—Chairman, R. F. Kelsey, New York; District A—Howard G. Reynolds, Boston; District B— Dai H. Lewis, Buffalo; District C—C. R. Closterman, Baltimore; District D— Gus Castle, Atlanta, Ga.; American Racing Cyclists Union, Frank L. Kramer, East Orange, N. J.; Board of Appeals—Chairman, M. L. Bridgeman, New York; R. G. Betts, New York; Dr. Charles G. Plummer, Salt Lake City; A. G. Batchelder, New York City; S. A. Miles, Chicago, Ill.; N. E. Turgeon, Buffalo. A representative for District E, which includes the Salt Lake and Ogden tracks, was not appointed because of unsettled conditions in the West. The vacancy will be filled later.

Six riders had the hardihood to ask to be reinstated as amateurs and some of the applications were really amusing, the burden of their song being that they didn't consider themselves fast enough to make any money riding as professionals. In view of the fact that all but two of the applicants had embraced professionalism willingly, the meeting did not waste any time in refusing their applcations. The exceptions were Charles Stein, who was declared a professional soon after winning the amateur championship last year, and Dan Sweeny. Stein slipped into one amateur race after being transferred, and as sufficient evidence was at hand to prove that he had accepted cash in lieu of prizes the application was promptly rejected.

The case of Dan Sweeny, of Newark, was given special consideration and finally was referred to the Chairman of the Board of Control with full power to act. A number of years ago Sweeny rode as an amateur. He lost his position and when a chance was offered him to act as pacemaker in a professional race he accepted and thereby made himself a professional. So far as is known, Sweeney paced only one race and did not ride in any professional events. The other professionals who asked to be made amateurs are W. Canfield, Albert Triebel, George Benfer and Edwin Lowe.

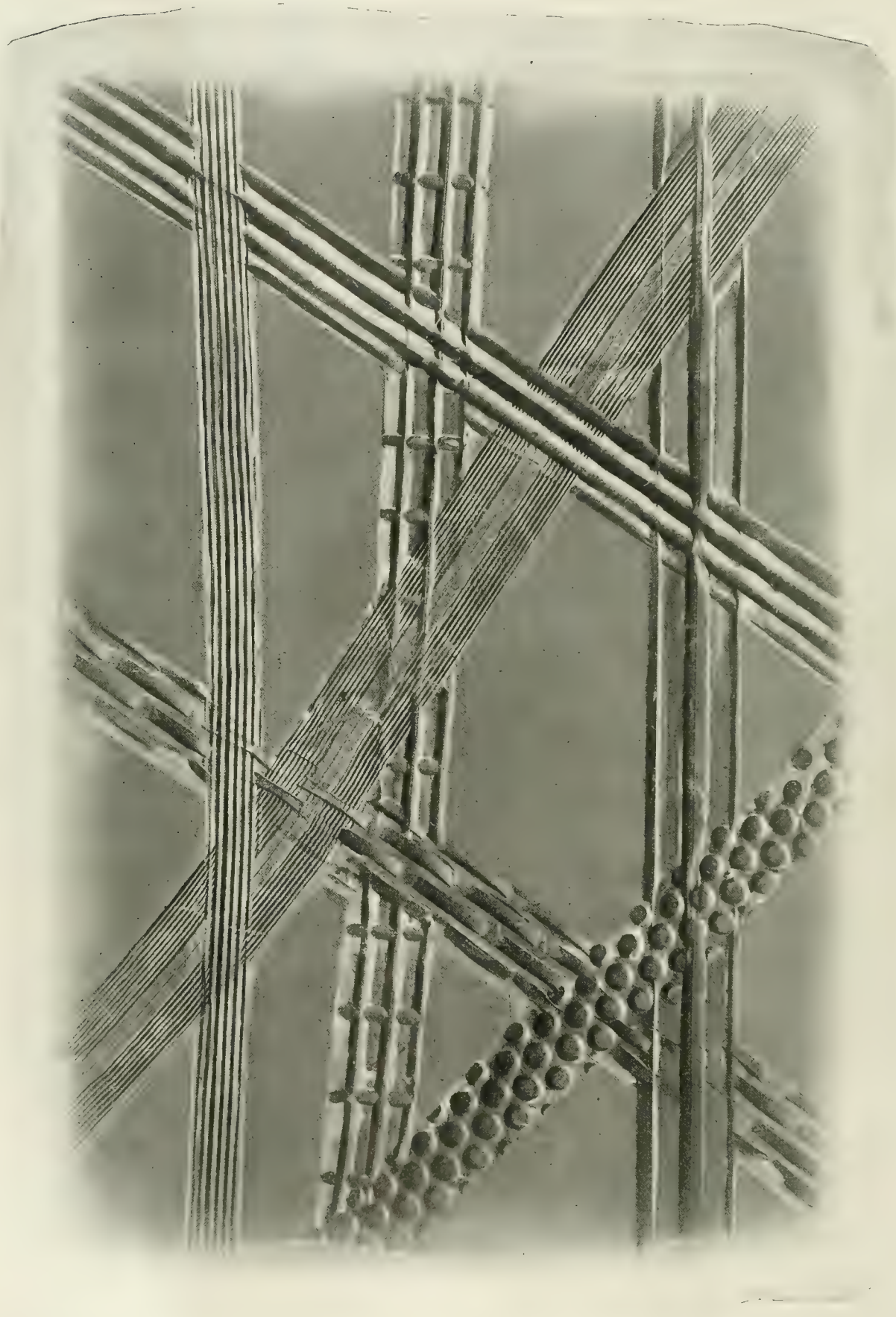
The fact that several amateur riders are able to travel around the country without visible means of support, and in some instances engage managers, was deemed sufficient cause to invite three leading amateurs to ride in the professional class, providing they wish to ride in the future. The three riders who will have to line up with the avowed professionals if they wish to ride in the future are Alfred Halstead and Parley Giles, the two Salt Lake riders who came east after the close of the season in Utah, and Albert Crebs, the Salt Lake rider whom Iver Redman, a professional rider and erstwhile manager, recently announced would ride under his management next season.

Several important questions were laid over for discussion until next Wednesday night, as it was long after midnight when the foregoing business was disposed of, and several of the members in attendance had to catch commuters' trains.

Old Club Adds Motorcycle Section.

The Ramblers Bicycle Club of Buffalo, N. Y., one of the oldest and largest clubs in America, has organized a motorcycle section. The stated object of the organization will be to look after the interests of motorcyclists in Buffalo.

"Foot Prints" Left By Some Well Known Tires



HOW MANY OF THEM CAN YOU IDENTIFY?

FIVE TEAMS TIED AT KANSAS CITY

Six Days Race Starts with Record Breaking Speed on First Day—Final Day Opens with Score of 993 Miles.

First Day—Monday.

	Miles.	Laps.
F. L. Kramer-J. F. Moran.....	196	5
W. A. Bardgett-W. L. Mitten...	196	5
Joe Fogler- E. F. Root	196	5
W. De Mara-Fred Hill	196	5
Gordon Walker-W. Palmer	196	5
T. Devonovitch-D. Mackay	196	5
G. Cameron-G. Wiley	196	5
S. H. Wilcox-F. Senhouse	195	5

With Mayor Crittenden's finger on the trigger the second annual eight hours a day six days race started in Convention Hall, Kansas City, Monday afternoon last, 1st inst. The teams that started, the first-named member beginning the riding, were as follows:

James F. Moran, Chelsea, Mass., and Frank L. Kramer, East Orange, N. J.; E. F. Root, Melrose, Mass., and Joe Fogler, Brooklyn; Walter A. Bardgett, Buffalo, N. Y., and W. L. Mitten, Davenport, Ia.; Fred Hill, Boston, Mass., and Walter De Mara, San Francisco, Cal.; Gordon Walker and W. "Pedaler" Palmer, both of Australia; George Wiley, Syracuse, N. Y., and George G. Cameron, New York City; Teddy Devonovitch, Russia, and Dave Mackay, Newark; Fred Senhouse, Australia, and S. H. Wilcox, Salt Lake City.

There was only a small crowd in the building when the race started at 2.30 p. m., but late in the afternoon and evening the crowd continued to fill the seats until at 9 p. m., it was estimated there were more than 4,000 persons in Convention Hall. The race continues each day this week from 2.30 to 10.30 p. m.

The first hour of riding was a steady grind and if the track is accurate—Manager J. M. Chapham usually is a stickler for exactitude—the riders wiped the world's record of 25 miles 5 laps, made by Anderson and Vanoni in the New York six days race, from the slate. Although the hour figures for the remainder of the day are not at hand, it is thought that all world's team records from one to eight hours inclusive, have been broken. Naturally, only the distance made during the first day can be counted as records, as the Kansas City race is not a continuous one, a rest of 16 hours intervening between each day's riding. During the day the riders covered 196 miles 5 laps. The record for eight hours is 185 miles 4 laps, made by Macfarland-Moran in the last New York grind. If the Kansas City track is exact the world's record for eight hours has been broken by 11 miles 1 lap.

The day's racing was marked by few incidents of more than ordinary interest. Fred Senhouse, the Australian, who has lived in Salt Lake City for two years, imagined that he could go to Kansas City without training and keep up with men who have been riding all winter. Senhouse found out his mistake about 7 o'clock in the evening of the first day. He got very tired suddenly and dropped a half lap in quicker time than it takes to tell. Fogler just then began a hard grind and opened a gap, which he increased to nearly a half lap before he was compelled to slow to avoid running into Wilcox, who had come on to relieve Senhouse, and who required all the track to make a pickup. The Wilcox-Senhouse team lost 12 laps during the day, putting them one mile behind the remainder of the field.

Once Devonovitch, who plays the comedy part, imagined the Czar of Russia's soldiers were on his trail, and this delusion made him try to burn up the track with speed. His Whiskership, however, grew wobbly and fell, bringing down Palmer, who was following closely. The big Russian was bruised considerably, but remounted and continued. Fogler took a cropper in the last few minutes of riding, but came up smiling. All the teams except Wilcox and Senhouse, were tied with 196 miles 5 laps, at the finish of the day's riding. Last year's score for the corresponding period was 164 miles 7 laps.

Second Day—Tuesday.

	Miles.	Laps.
F. L. Kramer-J. F. Moran	379	5
W. A. Bardgett-W. L. Mitten ...	379	5
Joe Fogler-E. F. Root	379	5
W. De Mara-Fred Hill	379	5
G. Walker-W. Palmer	379	5
G. Cameron-G. Wiley	379	4
T. Devonovitch-D. Mackay	379	4
S. H. Wilcox-F. Senhouse	379	3

Fortune smiled on five of the teams in the six days race on Tuesday and frowned on the other three. At exactly 5.30 o'clock the most bewildering sprint of the day started, and when the string finally was untangled and the tired riders fell into the slow grind that at times characterizes all six day races, it was found that the teams of Cameron and Wiley and Devonovitch and Mackay had lost one lap, while Wilcox and Senhouse were left two laps in the lurch. The score at the ending of the second day was 379 miles 5 laps for the leading teams, as compared with 330 miles 7 laps in last year's race. Root won the final sprint of the evening, with Palmer second and Moran third.

The big sprint of the day in which three teams lost laps came when least expected. The afternoon crowd was about to leave the building when Root jumped and began to pump speed into his pedals in his own jackrabbit style.

"Get Root! Get Root!" yelled the trainers to the other riders, but Root was a sixth of a lap away and going like a 1999 flying machine mixing it up with the future. Fogler came on in a jiffy and increased the lead made by Root. By this time the riders were well strung out and there was much shouting for relief. Moran was fast losing ground when Kramer came on and relieved. Mitten took Bardgett's place, DeMara relieved Hill and Walker went to the aid of Palmer. The sprint lasted for more than five minutes and to the casual observer of the race to pick the leaders was worse than trying to locate an earthquake after the seismographs pass out the hints. After it was all over the scorers announced that Wiley and Cameron and Devonovitch and Mackay had dropped one lap and Wilcox and Senhouse two laps.

That was the last big sprint of the day, although several "feelers" were started. The Wilcox-Senhouse team rode much better than on Monday and Wilcox regained as many laps as the field would permit. The team succeeded in regaining nine of the twelve laps they lost on Monday. Only two spills occurred during the day, once when Devonovitch slipped on the banking and again when Hill went down on the straight because of a flat tire. Neither was hurt.

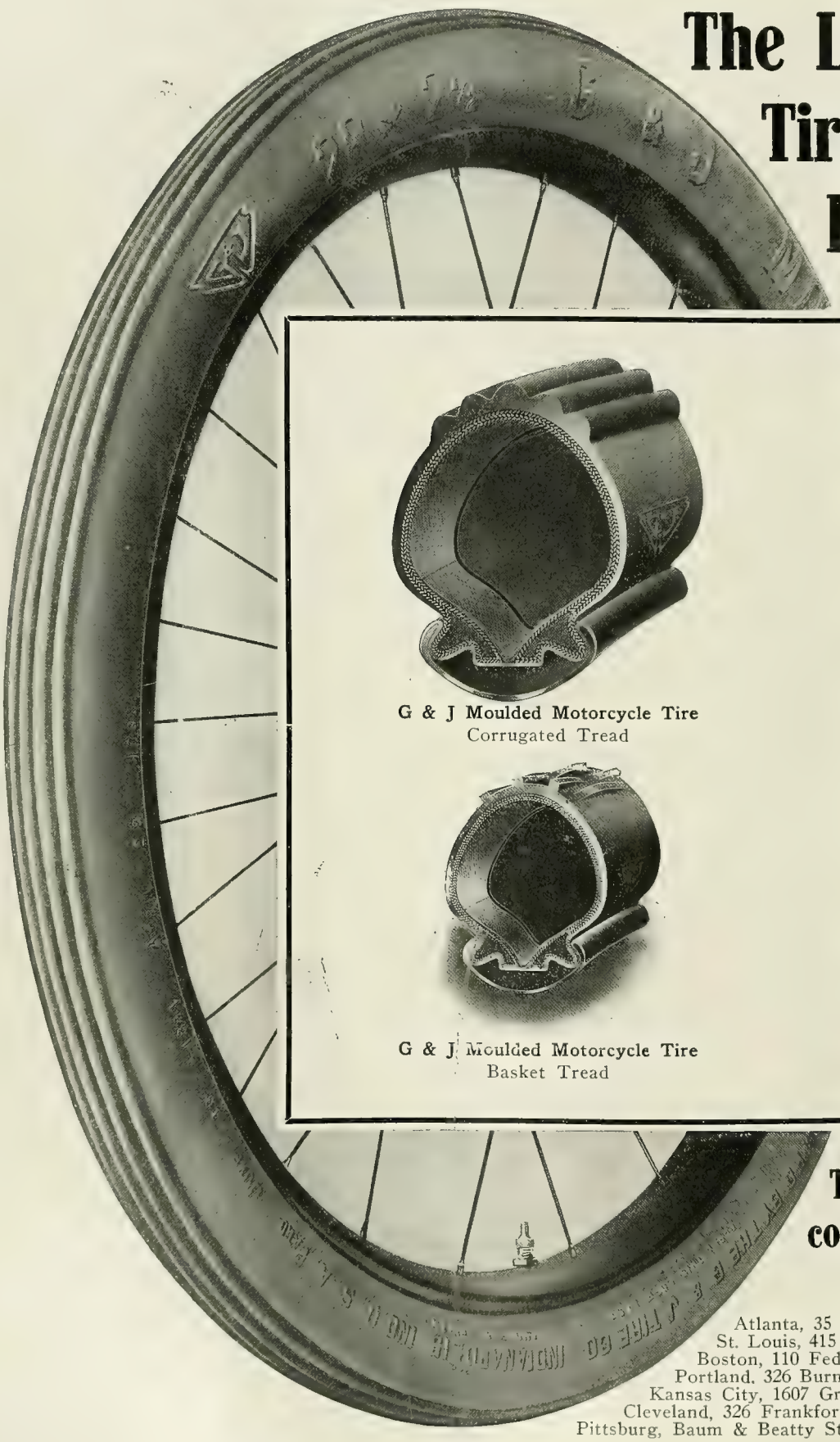
Three events were held at the finish of the day's riding at 10.30 o'clock. Walter Lindle rode a mile exhibition on a motorcycle in 1:22, and Fred Hill defeated "Jimmy" Hunter in a five miles motorcycle match, the time being 6:50. In a mile scratch for the "simon pures" Schulte finished first, Perkins second and Lawrence third. The time was 2:18.

From Tuesday until the finish of Friday night's riding there was no change in the positions of the leading teams, the score on Wednesday night being 565 miles 9 laps. Thursday's riding did not show any change in position, but during the eight hours the teams were on the track they covered 185 miles 8 laps, an excellent average of a little more than 23 miles an hour. It is apparent from the telegraph score that Dave Mackay, of Newark, quit riding yesterday, Friday, leaving Devonovitch to finish the race alone. The five teams tied at the beginning of the last day are Root-Fogler, Kramer-Moran, De Mara-Hill, Bardgett-Mitten and Palmer-Walker. The score of the leaders at the finish last night was 993 miles 9 laps. Wiley and Cameron are one lap behind and Wilcox and Senhouse two laps to the bad. Devonovitch, who is making an effort to finish alone, is many miles behind, his score being 902 miles 9 laps.

F. A. M. Commissioners for Eastern District

Vice-president Buffington, in charge of the F. A. M. Eastern District, has appointed State commissioners as follows: Maine, E. M. Estabrook, of Bangor; New Hampshire, C. C. Wilson, of Keene; Massachusetts, W. F. Mann, of Boston; Rhode Island, V. W. Page, of Providence; Connecticut, George G. Scott, of Ridgefield; New York, L. H. Guterman, of New York; Delaware, Victor R. Pyle, of Wilmington. The commissionerships for New Jersey and Pennsylvania await the acceptances of the men to whom they have been offered. Vice-President Buffington has "put it up to" the several commissioners to recommend men for the various District committees.

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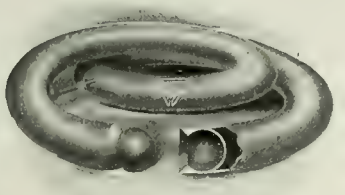
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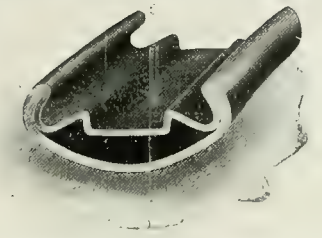
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G & J Double Clincher Motorcycle Rim



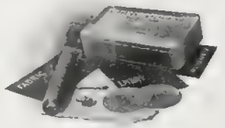
G & J Outside Motorcycle Sleeve



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Omaha, 1608 Harney St.

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San Francisco, 414 Van Ness Ave.
Denver, 1541 Cleveland Place.
Buffalo, 912 Main St.
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FOGLER RIDES A CLEVER RACE

He Defeats Moran at Kansas City—Kramer Wins Scratch Event—Lively Meet as Prelude to Six Days Grind.

With a splendid card of events, consisting of two professional races, a match between Joe Fogler, of Brooklyn, and James F. Moran, of Chelsea, Mass.; two amateur events and three motorcycle exhibitions, an enthusiastic crowd saw the curtain raised to the Kansas City six days race on Saturday night last, 30th ult., in Convention Hall, that city.

National Champion Frank L. Kramer and Joe Fogler showed that their inactivity since December has done them good, as Fogler defeated Moran in two straight heats and Kramer won the three miles scratch, although he was given a close fight by Walter A. Bardgett, of Buffalo. The handicap went to George Cameron, of New York City.

The professional scratch and the Fogler-Moran match shared honors as the features, although a spectacular fall by "Jimmy" Hunter gave the large crowd a thrill. Despite the fact that Moran last winter defeated "Major" Taylor twice in match races, he could not fool the crafty Fogler at any stage of their race. In the first heat Fogler set the pace and led all the way. Moran gave him a good fight in the last few laps, but Fogler was able to hold him off in every sprint. In the second heat Moran went around Fogler in the fifth lap. The Brooklyn rider let the Chelsean lead until the eighth lap, when he jumped. After that it was all over but the shouting, Fogler winning by about ten feet.

The three miles scratch race made a decided hit with the Kansas City "fans," as it gave them their first opportunity to see the six day cracks in motion. Kramer showed that he has lost none of his speed by defeating Bardgett by a narrow margin, with Mitten a close third. Fourth money went to George Wiley. George Cameron, of New York City, had little difficulty in winning the half mile handicap, George Wiley finshing second.

The Kansas City amateurs had their innings in two events, a half mile handicap and a two miles scratch, but both events were marred by frequent spills due to the inexperience of the riders on banked tracks. In the final heat of the handicap Lawrence slipped on the banking, and as he fell Schutt crashed into him. The latter was badly injured around the shoulders, but Lawrence escaped with a few bruises. The race went to P. Barrere, with F. T. Spohrer second. W. R. Perkins was third. The last named rode a heady race in the two miles scratch and was able to trounce Lawrence in the last lap. Spohrer was third.

"Jimmy" Hunter, the same that masqueraded as Gus Lawson in Kansas City last year, for which, peculiarly, he was never punished by the National Cycling Association, although the fact was brought to the attention of Chairman Kelsey of the Board of Control, was billed to meet Fred Hill in the five miles motorcycle race. A puncture put Hill out of the running in the first mile and Hunter was burning the boards in the second mile when a punctured tire sent him sprawling. Fortunately he slid on the track, and, although bruised, was able to walk without assistance. Before the start of the match Hunter and Hill both rode mile exhibitions, the former's time being 1:24 and the latter's 1:20. Walter Lindle, a local rider, rode two miles against time in the slow time of 3:03. The summaries:

One-half mile handicap, professional—Won by George G. Cameron, New York City; second, George Wiley, Syracuse, N. Y.; third, Tommy Morgan, Salt Lake City. Time, 0:55.

One-half mile, handicap, amateur—Won by P. Barrere; second, F. T. Spohrer; third, W. R. Perkins. Time, 1:05.

Two miles scratch, amateur—Won by W. R. Perkins; second, S. Lawrence; third, F. T. Spohrer. Time, 4:40.

One mile motorcycle exhibition—By "Jimmy" Hunter. Time, 1:24.

One mile motorcycle exhibition—By Fred Hill. Time, 1:20.

Two miles motorcycle exhibition—By Walter Lindle. Time, 3:03.

Three miles scratch, professional—Won by Frank L. Kramer, East Orange, N. J.; second, Walter A. Bardgett, Buffalo, N. Y.; third, W. L. Mitten, Davenport, Iowa; fourth, George Wiley, Syracuse, N. Y. Time, 7:06.

One mile match between James F. Moran, Chelsea, Mass., and Joe Fogler, Brooklyn, N. Y.—First heat won by Fogler. Time, 2:33. Second heat and match won by Fogler. Time, 2:26.

Prizes to Stimulate Record Breaking.

An idea for American promoters is contained in an announcement by the managers of the velodrome at Nancy, France. To the rider who first establishes an hour paced record, 60 kilometers being the minimum, the management will give 100 francs, and the same amount each time the record subsequently is broken. Fifty francs will be given the rider who breaks the 10 kilometers unpaced professional record and an object of art having the same valuation will be given the amateur who breaks the record. The same sum will go to the rider who breaks the one kilometer unpaced from a standing start, in both amateur and professional categories, and 50 francs to the motorcyclist breaking the 10 kilometers record. The stimulation of record-breaking is something that promoters should not overlook. There are many capable riders who, while they may not be able to win in open competition, because of the strategy brought into play by other riders, still might be able to break records, which has been proved time and again abroad.

MACFARLAND ACCEPTS CHALLENGE

American Jumps at Robl's Offer to Race at 500 Kilometers—Question of Pacing Machines the Only Hitch.

Floyd A. Macfarland, the lanky six days race winner, now in Paris, is not the kind of a man to let a challenge go unnoticed. Recently Macfarland said that he could do better in long races than in short, and expressed an opinion that he could hold his own with any rider in Europe in a long distance motor paced race.

Thaddeus Robl, the great German pace follower, thought Macfarland was joking and he therefore issued a public challenge to the American to meet him in a 500 kilometers motor paced race on the winter track at Paris for any sum the American might name.

The long-legged Californian no sooner read Robl's defi than he grabbed his trusty fountain pen and scribbled an acceptance. Macfarland agreed upon the Velodrome d'Hiver as the venue and offered to post 5,000 francs ($1,000) with Les Sports, the instant Robl should do so. The American stipulated that pacing machines equipped according to the French regulations should be employed, but the German wants German pacing machines. The difference is in the matter of rollers. The French regulations require that the roller be fixed 20 centimeters behind the rear wheel, while the German authorities allow 10 centimeters. This is the only point at issue.

The record for 500 kilometers (310½ miles) is 10 hours 36 minutes 4⅘ seconds. Macfarland thinks he can cover the distance in 8 hours. Robl holds the world's 6 hours motor paced record, the distance being 358 kilometers 544. Parisian "fans" are bristling with excitement over the proposed match which, if held, will be the longest match race ever decided.

Schwab Develops a Winning Streak.

Oscar Schwab, the American rider, evidently has come into his own once more. In addition to breaking the long-standing kilometer record on January 17th, as stated in last week's Bicycling World, on January 24th, at the Velodrome d'Hiver, Paris, Schwab won a big pursuit race, Seigneur being second and Labrousse third. Alavoine and Rettich were respectively fourth and fifth. Alavoine and Rettich tried to break Schwab's record for the kilometer, standing start, but did not come within two seconds of the time made by the American. Charles Vanden Born, the crack Belgian defeated Poulain, of France, in two straight heats, the first being won by a half length and the second by a scant wheel. In a 50 kilometers tandem paced race Marcel Berthet won in 1:00:23. Brocco was second by one lap, Leon Georget third by 1¼ laps, and Theile some distance behind.

Current Comment

That fevered young man on the Irish Cyclist who "boiled over" because of the "horrible revelations" concerning the New York six days race which were reflected on the Irish sky, has suffered another attack of red rash. He is in a bad way this time and not ice at the base of the brain, nor talcum powder, but nothing less than pink pills, peruna, or a dozen or two of dear old Beechams is like to afford relief. He said before that the six days "agony ride" in "Madison Gardens"—in his excitement that is what he calls it—is akin to a bull fight, and that the people who attend it are unsportsmanlike objects who are "past praying for," and, b'gad, he says so again—so there now! Some one even has sent him "a score of American papers" that not only fully prove every statement he made, but add to the "horrible details." Yes, siree, they add to the horrible details! B-r-r-r-r-r! We poor mortals who saw those bullfighting riders writhing in the exquisite agony that left their brains so alert and their lungs and legs so stout that after averaging nearly 1,500 miles per man every attempt to gain a lap instantly was responded to by miles in better than 2:30—surely we were victims of optical illusion.

* * *

But, cheer up, the worst is yet to come! For the young-man-in-need-of-Beechams sat for three days at the London Stadium and saw how the Americans present deported themselves at the Olympic games. They "acted like lunatics" when an American won. They sat "like a lot of dumb dogs" when a Britisher won—yes, sir; like dumb dogs; not deaf ones, simply dumb brutes. Therefore be it resolved by the young Irishman in need of pills that that American crowd was "the most miserable and narrow minded lot of sportsmen I. ever came across." The young fellow evidently likes to hear himself talk, for he declares he has voiced this opinion "a hundred times" and, of course, that settles it! And if those men were not sportsmen, where will he find them? In the "pork market in Chicago?" he asks with fine scorn. Don't laugh! The young man is terribly in earnest. He knows just where the Chicago "pork market" is located. He probably saw it when he was given to see those other "horrible revelations."

* * *

It is too bad all around! What matter if during many years we cheered lustily for Michael, Linton, Hale, Wills, Clarke, Pye, and other British subjects and for Rutt, Stol, Vanderstuyft and other Continentals—think of those "dumb dogs" at the London Stadium! Think of them actually cheering Americans from America and also a few Irish transplants! Isn't it dreadful to contemplate? And the good, sportsmanlike Britishers, they cheered for all alike! We heard them over here. We heard them hurrah when Tom Longboat, the guileless professional, was made an amateur for the occasion; we heard them when the British sportsmen unprecedently broke the tape before a race was finished; we heard them stigmatize a man without a hearing; we heard them lift Dorando over the line; we heard them shout for joy when the American flag finally went up; we heard all other of the transports of sportsmanlike behavior that should make Britishers proud of their officials and that should have made the Americans present pulsate with pleasure and crack their voices in glad acclaim. For we all know only too well that there is not a man who sniffs British air and who subscribes to the nation's unwritten sporting motto, "Win, tie, or wrangle," who would not have done that very thing and right heartily, too!

* * *

The young man with the red rash apparently "scored one" on the Bicycling World, however. In endeavoring to point out that even if we are "past praying for," we are not wholly beyond hope of salvation, the Bicycling World remarked: "What a pity that Adam and Eve were not created earlier! For then Columbus might have discovered us sooner, and now we might be as wise and as fair and as thoroughly civilized as the gentlemen who inhabit the British Isles." This induces the y. m. with the r. r. to "sincerely join in the expression." But evidently he overlooked the fact that at about the time Columbus landed on these shores the most royal sport in Great Britain and the highest type of fairness and civilization was represented by the summary casting of men and women into dungeons and daily chopping off a head or two.

* * *

The great heat which he has generated and the terrific earnestness of the Irish gentleman makes the whole affair almost as enjoyable as a comic opera. And yet I do not wholly blame the young fellow. It requires no deep mind reading to name the American papers that "confirmed" his opinions concerning the six days race. They make a specialty of serving up "horrible details" and "scare heads," and when such things do not occur, fertile imaginations and powerful magnifying glasses make good the lack. Two or three years ago a little incident occurred during the six days race that vividly indicated how these "penny dreadfuls" are conducted. The reporter for one of them sat at a table in the "press pen," when a message was handed to him. He read it and with the disgusted remark: "That's the sort of thing I'm up against," tossed it across the table. The message which was from the office downtown, read substantially as follows:

"Send four hundred words for heading, 'Mrs. Walthour, in box, shouts Bobby! Bobby! Go on! Go on!'"

Mrs. Walthour was not even in the Garden at the time.

* * *

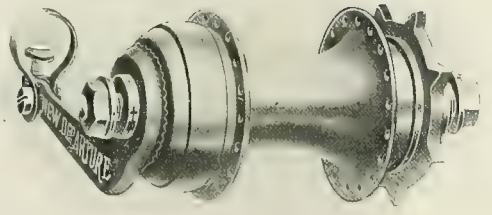
It is not short of astounding to what bald fakes some of these great papers and preachers of morality will lend themselves. Making due allowance for deceptions practiced on reporters, there is no excuse for many of the petty and picturesque frauds that are floated in the guise of news.. We all have seen stories of "beautiful blondes" illustrated with portraits of striking brunettes, and have heard of men being "interviewed" without being spoken to, but until the "distinguished honor" of such an "interview" was thrust on me some years ago I always gave the newspapers the benefit of the doubt. Later I had another striking illustration of the methods that prevail in some establishments. I chanced to be at a small island resort when an excursion steamer with several hundred persons aboard struck a rock and sank in water that did not reach above the deck. While boats were going to the rescue, I realized the news value of the accident, and getting hold of the only telephone on the island, I got the news to a certain paper which promptly issued a red inked extra and scored a great scoop. Then for its morning edition I interviewed the captain and some others when they reached land. The captain had endeavored to make a short cut through a narrow and rarely traveled passage and evidently conscious of his fault, he gave me a false name. Nothing that I reported suggested anything of the sort, but the next morning the paper came out with a spread-eagle story that in great detail glorified "Capt. Clarke," and made him one of the heroes of the sea. His "heroism" so surprised and gratified "Clarke" that he revealed his identity to the paper and the next day a conspicuous and labored correction of his name was made. I protested and explained the true state of affairs, but it served no purpose. The "hero" had been made and never was unmade. When practices such as these are countenanced, the manufacture of a few "horrible details" for a six days bicycle race becomes easy and natural.

* * *

Year after year thousands of people are attracted to the race solely by the "scare head" stories of "horrible" happenings, and as regularly these people sit for hour after hour in the tobacco-laden atmosphere in the hope of witnessing something of the sort. All they ever see is an occasional spill and a wildly exciting scramble caused by an effort to "steal a lap." The tales of "horrible details" that never happen or that are grossly magnified are exceedingly profitable to the management, however, and probably to the "penny dreadfuls" that print them. The management needs the profit, too. For unless it is a big prize fight in which police interference is likely there probably is no other event in which there are so many itching palms and political heelers to be taken care of. There once was a story afloat that an offended man with a pull and newspaper influence once "sicked" the police on the six days race and before his demands were satisfied, came near stopping it.

THE ANNOTATOR.

NEW DEPARTURES



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The New Departure Coaster Brake is popular because it is mechanically correct, strong and durable as steel can make it, and just as good as it looks. The improved 1909 model for motorcycles completely meets the demand for a reliable motorcycle coaster brake.



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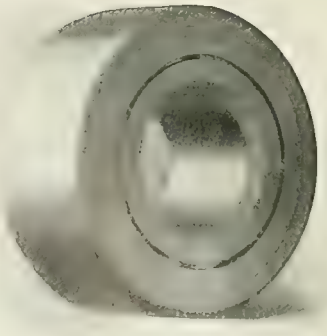
New Departure front hubs for bicycles and motorcycles are high grade in every detail of material, manufacture and finish. These hubs are used as regular equipment in numerous first class motorcycles.



BELLS FOR BICYCLES AND MOTORCYCLES

The 1909 line of New Departure bells for bicycles and motorcycles is very complete. Several new bells have been added, including the handsome Fleur-de-Lis rotary alarm bell shown here.

New Departure bells continue to be in a class by themselves. They are superior in tone, simplicity and durability of mechanism, design and finish.



"TWO-IN-ONE" BALL BEARINGS

New Departure "Two-in-One" Annular Ball Bearings are being used successfully in the bearing points of motors in motorcycles. The New Departure is the only bearing that is equally effective in taking loads from any angle. It is particularly adapted to motorcycle construction and is fully guaranteed.

The New Departure Mfg. Co.

Coaster Brake Licensors. **BRISTOL, CONN.**

WALTHOUR EVENS UP WITH WILLS

He Defeats the Little Briton at Opening of New Track at Atlanta—Gus Lawson Defeats Turville.

Robert J. Walthour, former champion of the world, obtained "revenge" on Albert Edward Wills, of England, the diminutive world's hour record holder, at Atlanta, Ga., on Tuesday night, 2d inst. The blonde Atlantan defeated Wills in two five mile heats of their motor paced match, the Englishman taking the first heat. Gus Lawson defeated Charles Turville in a pacing machine race and Noon Hudson won the mile amateur race.

The fact that the meet on Tuesday night marked a revival of bicycle racing in Atlanta was the cause of a large and brilliant assemblage at Ponce de Leon park, where the St. Nicholas velodrome, in which the meet was held, is located. Seating had been arranged for 3,000 persons, but this proved inadequate and resulted in an overflow of 500 persons in the arena. Boxes had been provided for Governor Hoke Smith, of Georgia, and Mayor Maddox, of Atlanta, and the presence of these dignitaries made the opening meet a gala occasion for Atlanta society.

The St. Nicholas velodrome in Ponce de Leon park is a roomy building and sufficiently large for the 12 lap track that has been erected. Although small the track is fast as was proved during the course of the evening and is a credit to its designer, Gus Lawson, who has for some years acted as Walthour's pacemaker. Three thousand incandescent bulbs made the saucer as light as day and the heating arrangements also were all that could be desired.

It will be remembered that at the Saturday night meet before the New York six days race Wills defeated Walthour decisively in a ten miles match. After the big race Walthour went home to Atlanta and began training. He was in excellent condition Tuesday night and that he was still chafing under the lash of defeat administered by the Englishman was evinced by his hard riding. Three five miles heats were necessary to decide the match.

The first heat was a close one from the crack of the gun at the start until the finish. At no stage of the race did more than 15 feet separate Wills from Walthour, and when the gun denoted the last lap Walthour was slightly behind. Wills made a pretty finish, winning the heat by 12 feet, in 8:15, which is fast for a twelve lap track.

The second heat also was close all the way. In the last few laps Walthour began to draw away from his British opponent and won by six yards, the time being 8:45⅗. The final heat was nip and tuck until Wills' pacing machine slowed. Gus Lawson, who was pacing Walthour, quickly noticed Wills slow and he drew the Atlantan along so fast that a lap was scored on the world's hour record holder. Before the finish he had gained another half lap, making the total distance gained 1½ laps. Time, 8:22⅗.

Lawson and Turville, the two pacemakers, then went on for a mile motorcycle race. Lawson had the advantage throughout and defeated the former Philadelphian by two laps in 1:28.

Although Noon Hudson was a pitiful object when he rode at Clifton and Newark last summer, as he was not fast enough to keep out of his own way, it transpires that Noon is some pumpkins in his native city. Hudson, Hanson, Gardner and Prinup lined up for a mile race. Hanson fell on one of the turns and smashed his bicycle, but fortunately did not bring down any other of the riders. Hudson won the event



in 2:12⅕, with Prinup second and Gardner third. The summaries:

Five miles motor paced match, between Robert J. Walthour, Atlanta, Ga., and A. E. Wills, England—First heat won by Wills. Time, 8:15. Second heat won by Walthour. Time, 8:45⅗. Third heat and match won by Walthour. Time, 8:22⅗.

One mile motorcycle, professional—Won by Gus Lawson, Buffalo, N. Y.; second, Charles Turville, Philadelphia. Time, 1:28.

One mile scratch, amateur—Won by Noon Hudson; second, Prinup; third, Gardner. Time, 2:12⅕.

Jackson Loses in "Duel to the Death."

Never again will Hardy A. Jackson challenge J. B. Hawkins to a "duel to the death" on the home trainer. Jackson is a good roller rider, but Hawkins, who holds two American road records, easily proved that he was Jackson's master in their match race at the "Dinnel & Jackson Velodrome," New York City, on Wednesday night, 3d inst. The distance was five miles and after the third mile Hawkins lapped the colored challenger 3½ times. Time, 7:02⅕.

CYCLISTS HONOR A CITY OFFICIAL

St. Louis Club Hands Bouquets to Street Commissioner Travilla—His Work for Good Roads.

Every one of the non-cycling guests who had the good fortune to be present at the St. Louis Cycling Club's banquet last Saturday, 30th ult., readily will testify that the mere pushing of pedals is the most insignificant feature connected with bicycling, even on the De Soto hills. In the many good speeches that were delivered, it was most entertainingly brought out how the bicycle brings strength and health, how it elevates man's ideals, and how it knits a fraternal feeling akin to brotherly love.

Like everything the St. Louis Cycling Club sets in to do, it left nothing undone that some one might find fault with. There was some fear that the non-cycling guests might experience difficulty in digesting such things as "Single Tube Soup a la Jiffy," "Crank Meat Billy Goat," and "Neverleak Sauce," and accordingly the best story teller in St. Louis was procured for the occasion, and he made things merry. Peculiarly enough this mirth dispenser was none other than Capt. R. E. Lee, who for his button busters, drew from his experiences on the "good old ordinary."

The banquet was tendered in honor of Street Commissioner J. C. Travilla, who had voluntarily introduced many reforms in caring for St. Louis streets that the cycling interests long labored for, and incidentally improved the conditions of streets until they are above criticism.

Toastmaster Lee, in calling the assemblage to order, said that the club was about to do something altogether without precedent; something never before heard of; the most unique procedure of an organization actually gathering to formally thank and show high appreciation for a public official.

M, J. Gilbert, the veteran good roads worker of St. Louis, in calling attention to the work of the St. Louis cyclists in the past, and the great improvements that followed since Travilla began directing the St. Louis street department gave abundant proof that the unique procedure and the high compliments he paid the guest of honor was entirely justifiable.

Mr. Travilla explained the enormity of the task of looking after 900 miles of city streets, the impossibility of satisfying all interests and classes, the great interest that each and every citizen should take in road improvement and maintenance, and how organizations and individuals can assist the officials. In discussing road building of the future, Travilla stated that stone roads would have to be treated with some binding material such as oil or tar; and that his department was giving this subject a large amount of attention.

Prof. W. M. Butler paid a tribute to the

workers for cycling quite unknown to the present generation. H. G. Wolzendorf, who can more easily count the states he has not traveled in than those he has, gave his opinion of "cyclists the county over." President R. M. B. Tidd paid his respects to the officers of the St. Louis Cycling Club, past and present.

George Lang, Jr., the club's press bureau, explained that he caught only a few echoes during the evening, owing to the peculiar characteristics of newspaper men and their treatment of his effusions. His carefully and well prepared good roads manuscripts, he said, were classed as religious documents and was consigned to the waste basket, while the stories, written in ten minutes, of a hill climb, where the rights of the road were usurped and where boys do a lot of useless work, fetch tickets to base ball games and even $10 bills.

For dessert, the toastmaster explained, a poem by L. C. Davis would be read; the lines were inspired by the club's tour to Blue Springs, Mo., while Davis sat under a haystack all night trying to keep the seat of his trousers dry by sitting on some of George Lang's inaccurate road maps.

American Team for the German Grind.

That America will be represented in the continuous six days race that is to be held in Berlin during the week of March 15 to 21, was assured this week when James F. Moran accepted the proposition offered him by the German promoters, through Floyd Macfarland, with whom Moran will be teamed. Macfarland cabled the terms to Moran and the latter accepted. The other teams that are assured are Ryser and Schuermann, Tommy Hall and Peter, Room and Theile, and Darragon and Hedspeth, the latter being an American negro. The promoters have subscribed $10,000 to the project in addition to $5,000 donated by the managers of the zoological gardens where the race will be held. Seating capacity for 12000 people will be provided.

New Club Adopts Muffler Closing Rule.

Cincinnati, O., now has two motorcycle clubs, the second one, the Pioneer Motorcycling Club, having been organized on January 31st. Its officers are: Charles Laile, Jr., president; Herman Wessel, vice-president; Fred Peacock, secretary; Ferd. Stenger, treasurer; William Wakefield, captain, and Sherley E. Meyers, lieutenant. The club starts with an actual membership of 24 members, and signatures of 35 members to the articles of membership, each of whom is the owner of a motorcycle, and pledges himself to join the club. The organization has adopted a rule requiring the use of closed muffler, the first violation of which entails a reprimand by the executive board, and the second such punishment as the club may deem fitting.

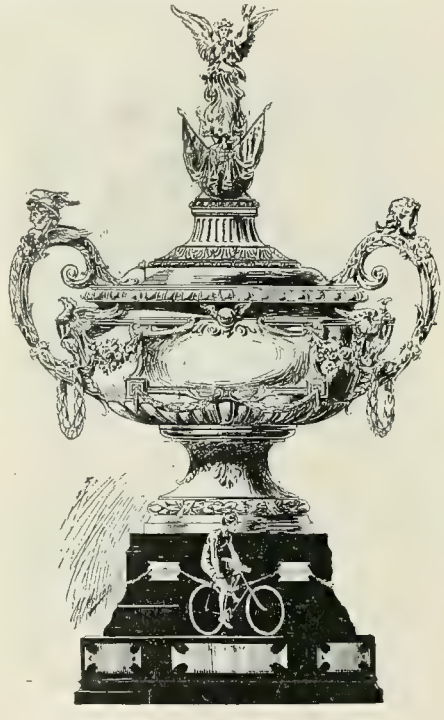
"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

SALTONSTALL TROPHY REAPPEARS

American's Almost Forgotten Gift Turns up Abroad—Conditions to be Changed to Permit Renewed Competition.

One of the most important questions that will come up for discussion at the 18th congress of the Union Cycliste Internationale, to be held in Paris, Saturday next, 13th inst., will be a decision regarding the ultimate disposition of the Saltonstall Trophy, without doubt the handsomest and most valuable trophy ever offered for cycling competition.

The Saltonstall trophy, as many of the



THE SALTONSTALL TROPHY

younger generation do not know, was donated by Henry L. Saltonstall in 1893, for competition at all world's championship meets. Saltonstall, who died about three months ago, was a New York broker, who lived in Elizabeth, N. J., and he was actively identified with the affairs of the League of American Wheelmen, when it controlled bicycle racing in this country.

It doubtless will be a surprise to those who were aware of the existence of the trophy to learn that it is in Europe, as is the case. The full details of how it got there are not quite clear, but as nearly as can be learned it was transferred to the U. C. I. in either 1903 or 1904 by the L. A. W., which had relinquished the control of racing in 1899. In the meantime the trophy had been in storage. The massive silver bowl, surmounted by a statue of Fame, actually cost $1,000. The rules governing the competition for it are as follows:

1. The trophy shall be known as "The Saltonstall Trophy."

2. Immediately after the world's championship meet each year, the Union Cycliste Internationale shall hold a meeting, the object of which will be to estimate the number of points won by each country represented in the championships. The result shall then be announced to all the affiliated organizations of the U. C. I., and the trophy awarded to the organization which shall have won the largest number of points under the conditions.

3. The manner of computing the points shall be fixed as follows: Each representative of an organization regularly affiliated with the U. C. I., who shall participate in the world's championships, shall score points for the country represented by his organization, as follows: for first place, 5 points; for second place, 3 points; for third place, 1 point.

4. Should two or more countries score an equal number of points for the possession of the trophy, it shall be awarded to the country scoring the greatest number of first places, and should there still remain a tie, it shall be given to the one in the tie having the greatest number of seconds, or thirds. Should a tie then remain the countries interested shall decide by lot the holder of the trophy for the ensuing year.

5. The organization which holds the trophy must deliver it to the secretary of the U. C. I., or to his duly accredited representative, 30 days before the date of the annual world's championship meet. The committee of the U. C. I., however, shall have the right to demand the return of the trophy at any time during the year.

6. If for any reason the world's championships, and therefore the competition for the trophy, shall be abandoned for a period of more than two years, the trophy shall be returned to the donor, or to his legal representative.

7. No marks, inscription or any engraving shall be put upon the trophy without the approval of the committee of the U. C. I.

8. All modifications to the present rules and all questions not covered by the present rules, must be submitted to the committee of the U. C. I., which must approve before they can be allowed.

Since 1904 America has won the trophy once, France three times and England once. The victories of Lawson, Walthour and Hurley in the world's championships of 1904 gave America the victory with 23 points, England being the runner up with 13 points.

As the rules made plain that it is impossible for any country to gain permanent possession of the trophy, it is to change this condition that the matter officially will be brought before the attention of the committee of the U. C. I. next week by the National Cycling Association of America, through its European representative, Victor Breyer, of Paris. It is understood that Breyer will ask that an amendment be made to the rules providing that in the event of the trophy being won three times by any country it shall then become the permanent property of that country.

A RIGID FRAME

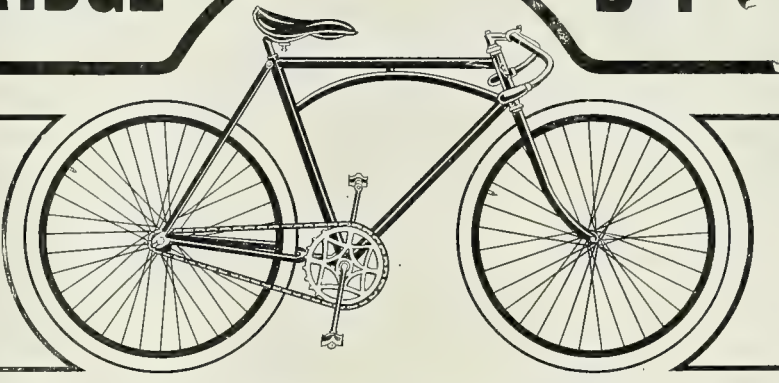
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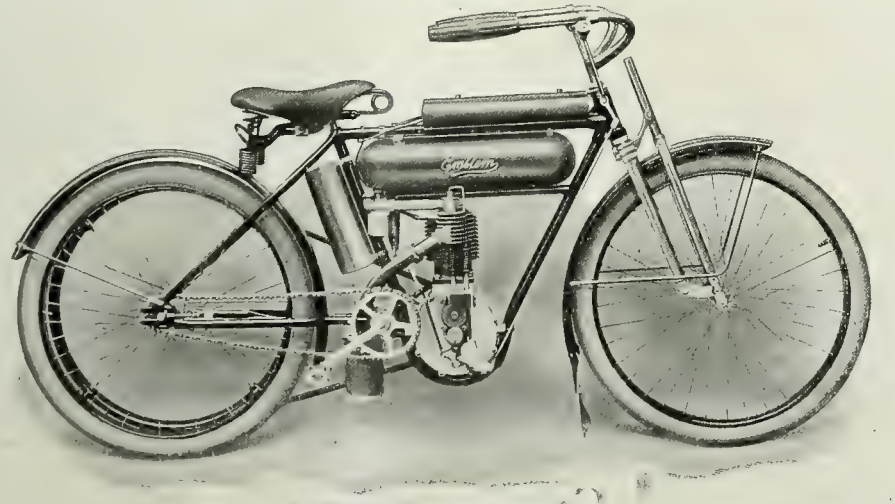
Pacific Coast Distributors

BAKER & HAMILTON,

San Francisco, Cal.

EMBLEM MOTORCYCLES

PRODUCT OF CO-OPERATIVE LABOR



3½ H.P. BELT DRIVE

SPRING FORK **Price $175**

4 H.P. LOW FRAME

28 Inch Wheels **Price $200**

BALL BEARING MOTORS
OF OUR OWN MAKE

TRIANGULAR
REINFORCED TUBE
(OUR OWN MAKE)
Is Used in Emblem Motorcycles

EMBLEM SPRING FORK

Makes Riding Enjoyable

Our Line is the Best Agency Proposition for 1909. Catalogues on Application.

EMBLEM MFG. COMPANY, Angola, N.Y., U.S.A.

Long Marker Wins Race on Rollers.

William Bridges, with an allotment of three minutes for the week, won the six nights home trainer handicap race promoted by the Golden City Wheelmen, of San Francisco, and which ended January 23d. Edward Roche, with 2½ minutes, was second, and Frank McDonald, with a handicap of two minutes, was third.

The riders covered two miles each night, making a total distance of 12 miles to be covered, and in figuring the winners the time for the distance each night was added and from it subtracted the handicap. Although the racing committee thought it knew the racing abilities of the contestants, after the first two nights it was apparent that the scratch men could not possibly overcome the large handicaps allotted some of the riders.

Four prizes were offered, one each for first, second and third places, and a special prize to the rider making the fastest individual time for the six nights. The last named award went to John Coughlan, one of the honor markers, whose time was 16:46½.

Bridges had an easy time winning with his three minutes handicap, but the fight for second place was close, McDonald being defeated by only 4½ seconds. The summary follows:

	Hdcp. M. S.	Time. M. S.
1 William Bridges	3:00	15:20
2 Edward Roche	2:30	15:24½
3 Frank McDonald	2:00	15:34
4 John Casey	2:50	16:17
5 Albert Pollmacher	2:00	16:31
6 Thomas Mullin	0:10	16:43½
7 Jerry Coughlan	0:05	16:45½
8 John Coughlan	Scratch	16:46½
9 John Nugent	Scratch	17:17

Racing in a Chicago Rink.

W. Koehler, with 75 yards handicap, won the five miles handicap held at the Riverview rink, Chicago, Saturday night last, 30th ult. August Samlow, riding from scratch, was a close second, and J. Herrick, finished third. Flat floor racing has proved so popular in the Windy City that President P. C. Harmon contemplates erecting a ten lap saucer track. John West, a veteran trainer, has a finger in the pie, and aims to become the "Jack" Prince of Chicago.

Boston Club to Hold 31st Reunion.

America's original organization, the Boston Bicycle Club, to the presidency of which Elliot C. Lee has been succeeded by John B. Kelley, will hold its 31st annual dinner and reunion on Saturday evening, 13th inst. The rendezvous will be at Hendrie's, in Dorchester, Mass., as usual. The unique scenario announcement of the annual feast names J. Rush Green, manager; W. H. Edmands, stage manager, and Quincy Kilby, librettist of the "comedy in two acts."

Mitchell Heads Fresno Motorcyclists.

Permanent organization of the Fresno (Cal.) Motorcycle Club has been effected with the following officers: President, W. J. Mitchell; vice-president, Dr. Couey; secretary, Bert Caughell; treasurer, James York; captain, Ed. Monck.

Texans Form a Motorcycle Club.

The San Antonio Motorcycle Club has been organized at San Antonio, Tex., with the following officers: President, U. S. Oglesby; secretary, C. L. Huser; treasurer, Rex Wickwire. Twenty members are on the roll.

Samlow Captures an Indoor Event.

August Samlow won the mile scratch race at the Riverview rink, Chicago, Wednesday night, 3d inst. Hesigal finished second and Peterson third. The time was 2 minutes 25 seconds.

Cyclist Wins a Marathon on Skates.

That cyclists can make good in many forms of athletic sports has been demonstrated time and again. A recent instance of it was when Harry W. Lang, of the St. Louis Cycling Club won the first Marathon ice skating race ever held in America at St. Louis, on Friday of last week. Lang is an enthusiastic cyclist in the summer and keeps in condition during the winter by skating. Nine skaters started in the race, which was for the full distance of 26 miles 385 yards, and Lang not only won but broke the American record. The best previous record for an even 26 miles was 1:35:10. Lang's time for the full course was 1:34:00.

St. Louis Club Chooses New Officers.

At its annual election last week, the St. Louis (Mo.) Motorcycle Club elected the following officials: President, S. Coultes; vice-president, J. Baldwin; secretary, John Hurck; treasurer, B. C. Hopkins; captain, Robert Orr; sergeant-at-arms, R. Wilson.

Concourse Sets Date for Dinner.

The Concourse Motorcycle Club, New York City, which has been spreading its wings of late, has set its first annual dinner for March 16, 1909. It will be held in Hotel Gerard.

INDIANS AND READING STANDARD MOTORCYCLES.
ALSO COLUMBIA AND HARTFORD BICYCLES
AMOS SHIRLEY, Agent,
935 Eighth Ave., bet. 55th & 56th Sts., NEW YORK



BICYCLE GOODS
Ask for Catalogue of Bicycle and Motorcycle Parts and Sundries. We want every dealer to have our Monthly Bargain Book. Write us.
NEW YORK SPORTING GOODS CO.
17 Warren Street, New York.

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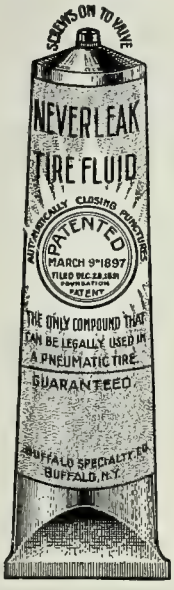
FORSYTH GUARDS
provide it.
Chain Guards, Sprocket Guards, Mud Guard Fittings, Hand Brakes, etc. Send for catalog.
FORSYTH MFG. CO., Buffalo, N. Y.

¶"The A B C of Electricity" will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c. The Bicycling World Co., 154 Nassau St., New York

USE IS THE BEST RECOMMENDATION.
95% of the chain driven motorcycles in use are equipped with the
Duckworth Roller

Motorcycle Chain 95%
Undiluted satisfaction is the reason for its adoption by all of the leading manufacturers.
DUCKWORTH CHAIN & MFG. CO., Largest Manufacturers of Motorcycle Chains in America, SPRINGFIELD, MASS.

HALT!
$25.00 Reward



For information about any dealer or repairman using or handling any Compound, Powder, Fluid or Semi-Liquid for the purpose of sealing punctures or leaks in pneumatic tires, in violation of our

NEVERLEAK PATENTS

Write for conditions under which the above reward will be paid.

BUFFALO SPECIALTY CO., Buffalo, N. Y.

A Motorbike Without an O-M-C Stand Is Like a Ship Without a Sail

MOST RIGID STAND KNOWN



Patents Pending

Good dealers' proposition.

Improved for 1909

If your dealer does not handle it we will ship it to you express prepaid when $3.50 is sent with order.

Equipment as follows:

Black enameled, working parts nickeled	$3.50
Special Colors	4.00
Fully Nickel Plated	4.50

Specify make of machine.

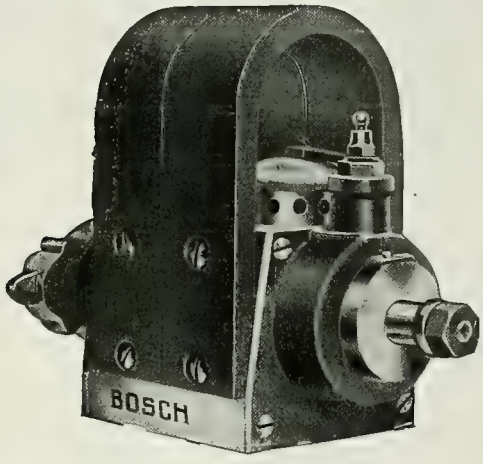


With rear wheel removed. Specify when ordering your new machine. Fits any motorcycle.

OBERWEGNER MOTOR CO.
Manufacturers
TOLEDO, OHIO

Represented in New York by TIGER CYCLE WORKS, 782 Eighth Avenue.

BOSCH MAGNETO



Is ALWAYS found on the most efficient motorcycles. It enables every motorcyclist to climb hills easily and without effort.

In the recent Isle of Man Motorcycle Races the performance of the Bosch was remarkable.

Motorcycles of One Cylinder

Of ten finishing machines, all but one arriving second were equipped with Bosch Ignition.

Races for Motorcycles of More Than One Cylinder

Of the ten finishing machines, the first eight were equipped with Bosch Ignition.

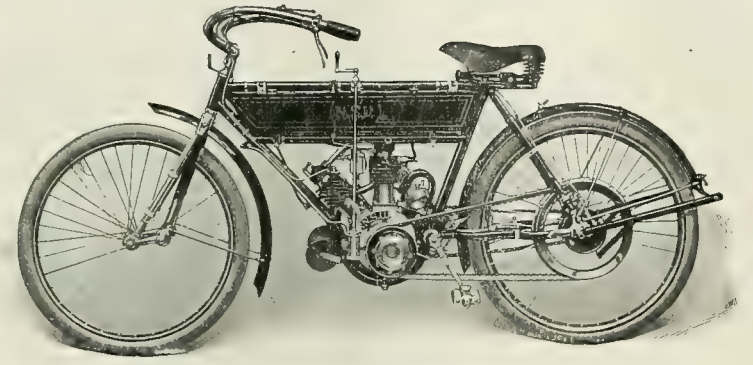
Write for particulars.

Bosch Magneto Company

223-225 West 46th Street
NEW YORK

Chicago Branch: 1253 Michigan Ave.

THE SEASON'S IDEAL



3 H. P. Twin Roadster

IT'S A

NSU

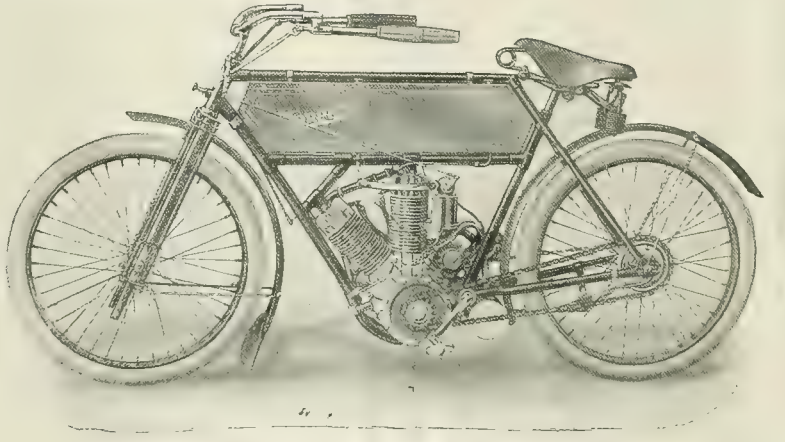
NOWHERE in all the motorcycle world can there be found a more perfect combination of excellent features than in the Twin Cylinder, 3 H.P. Roadster. ¶Whatever the point of view—whether it be its noiseless and smooth running, its ease of control and handling, its finish, its perfectly-balanced mechanical refinement—this new model is absolutely unexcelled by any other manufacture. It is an embodiment of many tried and true principles of the wonderful N. S. U. originality.

3 H. P. Twin Cylinder, Mechanical Valves, Luggage Carrier, Stand, Handle Bar Control, Undergeared Pulley, Etc., Etc. Write for Advance Sheet "B"

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N. S. U. MOTOR COMPANY, 06 West 76th St., New York City

Hello, Mr. Torpedo! How is it, or who is it that makes you so popular?
The Torpedo always speaks for itself.
Thank you! Enough said.



Torpedo Model F. Twin-Cylinder

Come and see me at the Chicago Show. You will find me in space No. 96 in the Coliseum Annex. The colors of my suits are vermilion and French gray. You cannot help but find me for I am known by everybody. If you cannot meet me at the Show, write me at once and I will be pleased to send you one of my photographs.

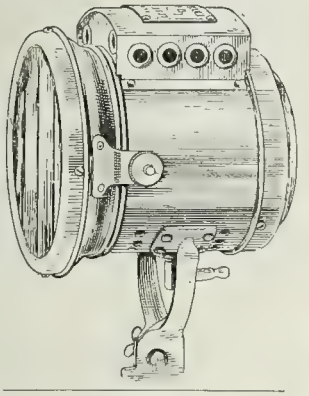
My home is at Geneseo, Illinois.

THE 20th Century MOTOR CYCLE

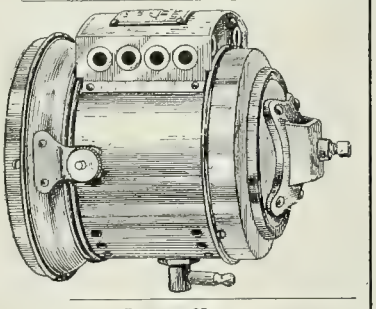
HEAD and SEARCHLIGHTS

★ *AS FINE AS CAN BE MADE* ★

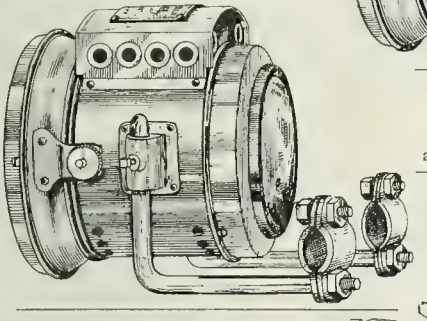
THE SEVERE JAR OF MOTORCYCLES MAKES IT IMPERATIVE THAT ACCESSORIES SHOULD BE STRONG AND MOTORCYCLISTS APPRECIATING THIS ARE WILLING TO PAY A FAIR PRICE FOR A GOOD LAMP WITH PROPER ATTACHMENTS.



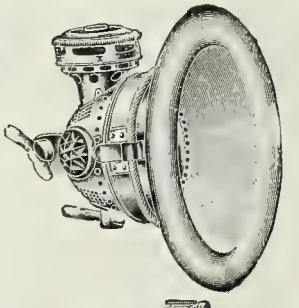
No. 100.
Front Diam., 5 Inches
4-IN. GROUND MANGIN LENS REFLECTORS
Brass Polished or Nickel Finish
PRICE WITH GENERATOR No. 9 and including
BRACKETS TO FIT DIFFERENT POSITIONS
On Any Motorcycle.....$12.50
Lamp Only 7.00



No. 101
Same Description and Prices
Back Lug Uses
LAMP BRACKET NO. 14½



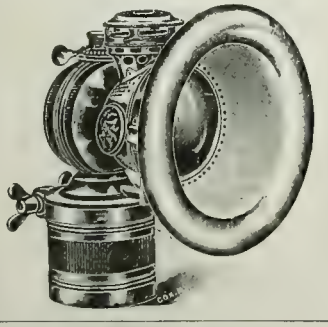
No. 102
Same Description and Prices
With Lug on Each Side
and 2 Prong Bracket No 14¾



NO. 4—HEAD-LIGHT
The Original "Separate Generator" MOTORCYCLE LAMP
Now Extensively Used at Home and Abroad as the Popular Priced Lamp
BRASS-NICKELED—ALUMINUM REFLECTORS
Prices, Including No. 9 Generator, are according to Brackets from $6.00 to $7.50
See Catalogue



NO. 9 GENERATOR (For Above Lamps)
Brass-Nickeled. Height, 6 inches. Diam., 2¼ inches
Carbide Capacity, 6 ozs.
Supplies, approximately, Searchlights 5 to 6 hours.
Head lights, 6 to 8 hours



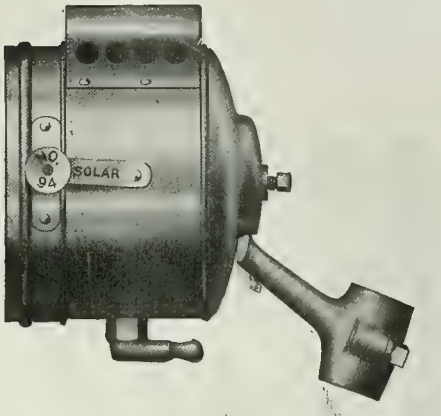
No. 6
On the general Style of No. 4, but
SELF-CONTAINED GENERATOR
always in demand
Price, with No. 1 Bracket.....$5.00
Extra with higher cost Brackets

DEALERS SERVE THEIR OWN INTERESTS BY HANDLING THE STANDARD 20th CENTURY

FOR FULL LINE "20TH CENTURY" BICYCLE, AUTOMOBILE AND BOAT LAMPS AND GENERATORS, *Consult 20th Century Catalogue,*

20th CENTURY MFG. CO., 19 Warren St., NEW YORK

FOR NIGHT RIDERS!



The Solar

Headlight for Motorcycles

A perfect Headlight and generator for motorcycle use. It will withstand the most severe usage. Vibration has no effect upon it.

It is the most perfect headlight of its size in the world. It makes night riding as safe and comfortable as in the day.

The Generator has the largest capacity and the best system of gas generation on the market.

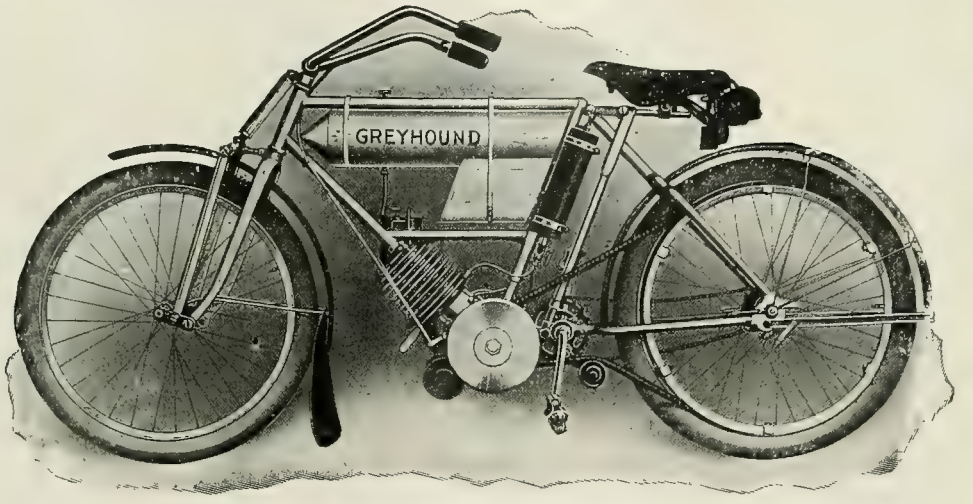
The Searchlight type lens mirror headlight is the same in construction and design as the famous Solar Motor Car Headlights.

Write at once for particulars regarding this Headlight.

In ordering state make and model, so we can supply proper bracket.

Badger Brass Manufacturing Co.
TWO FACTORIES:
437 Eleventh Ave., New York
KENOSHA, WIS.

GREYHOUND MOTORCYCLES



Will be on view in the motorcycle section at the Chicago Show, and riders and dealers are cordially invited to have a look.

They have many good exclusive features, are strong, well designed, extremely simple, and without a doubt the most comfortable motorcycles to ride in all the world, owing for the most part, to the use of the Greyhound Shock Absorber (patented).

We want good agents in all unoccupied territory, and will put them in position to make money. Catalogues and detail information will be sent promptly to all inquirers.

The Auto-Bi Company, 1443 NIAGARA ST., BUFFALO, N. Y.



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We sell Hearsey tires to the Trade only at a guaranteed profit. Dealers should write us at once for a copy of our exclusive sale contract which gives the dealer a guaranteed profit on his bicycle tires. **Hearsey** reinforced **777** tires are sold the world over. A postal card will bring our sectional samples, catalogue and description of these tires. We have something new in a selling plan and the wide awake dealer requires something new to get the big business.



Hearsey - Willis Co.

113-115-117 W. MARKET ST.

Indianapolis, Ind.



"It fairly bristles with advanced ideas"

says the show report of the *Bicycling World* in describing the

1909 MERKEL

They are ideas that should appeal to every man interested in motorcycles. If you are of the number we will be pleased to tell you about them. And the

1909 LIGHT

also is a machine that deserves the attention of prospective purchasers. No chain driven model is its superior and its price is right.

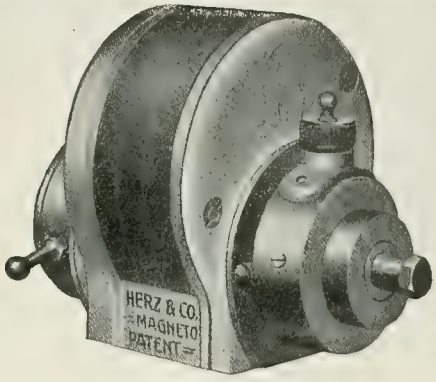
MERKEL-LIGHT MOTOR CO.
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An Especially Made Motorcycle Magneto

THE HERZ MAGNETO

Designed and Built for Motorcycle Work Exclusively

Has Beaten all its Competitors in Europe



The Finest Styrian Magnet Steel Used

All Parts Absolutely Interchangeable

Two motorcycle types, 3 HP. and 4 HP. 1 cyl.; two types 2 cyl. up to 6 HP. Weight 4 to 5 lbs.

SMALLEST, LIGHTEST AND MOST EFFICIENT AND RELIABLE MAGNETO EVER MADE.

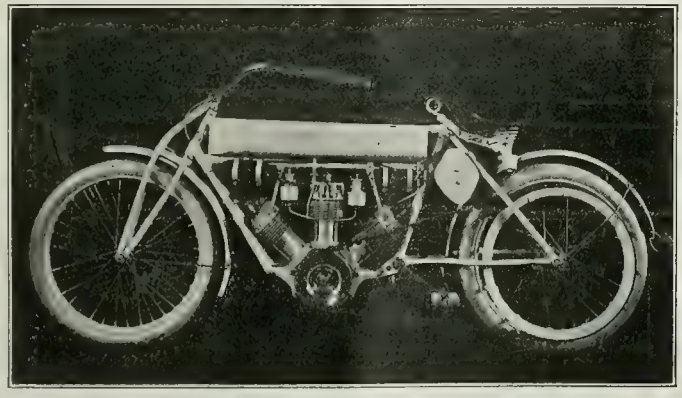
50% Higher Efficiency than any other Magneto of twice its size, on account of the absence of all Pole Pieces.

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The New York Show Served to Demonstrate What a Long Lead

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has and has had on all the others.



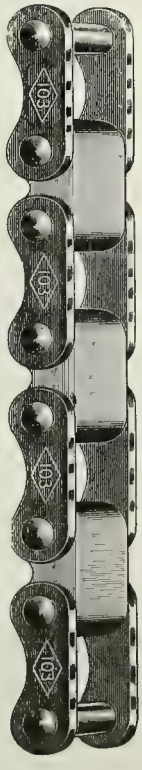
1, 2 and 3 Cylinders—3 to 10 Horsepower.

The Double Bar Frame, the Long Wheel Base, the Vertical Engine with stripped cylinders and anti-friction bearings, V-belt and other so-called "new" features are merely old features of the Curtiss which the others were slow to recognize until public opinion forced them to do so. We have used them for years.

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YOU WILL REMEMBER THE QUALITY OF A



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LONG AFTER YOU FORGET THE PRICE

The price, by the way, is no more than for others, but when you consider that our NICKEL STEEL rivets wear best, and that chain life is entirely dependent upon wear resisting quality of the rivets, the final cost of a Diamond Chain is much the lowest.

Our rivets have that characteristic nickel steel toughness which allows them to bend before breaking, yet the glass-smooth surface is hardened so thoroughly and carefully by our special process that there is no danger of wear from grit which may work onto the bearing surface.

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The Oldest and Largest Dealers in Automobile and Bicycle Supplies and Equipment in the World. Carry everything that is made in

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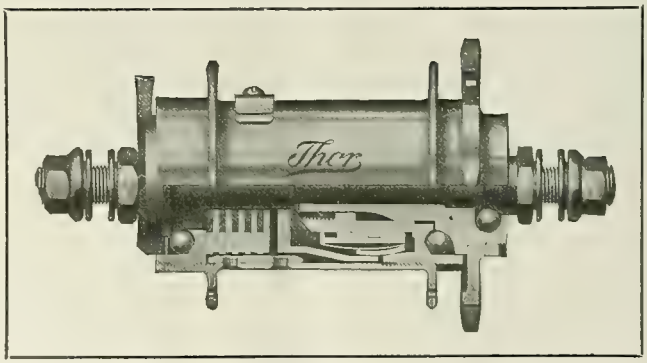
16½ Square Inches Braking Surface

THAT'S WHAT YOU GET IN THE

Thor Coaster Brakes

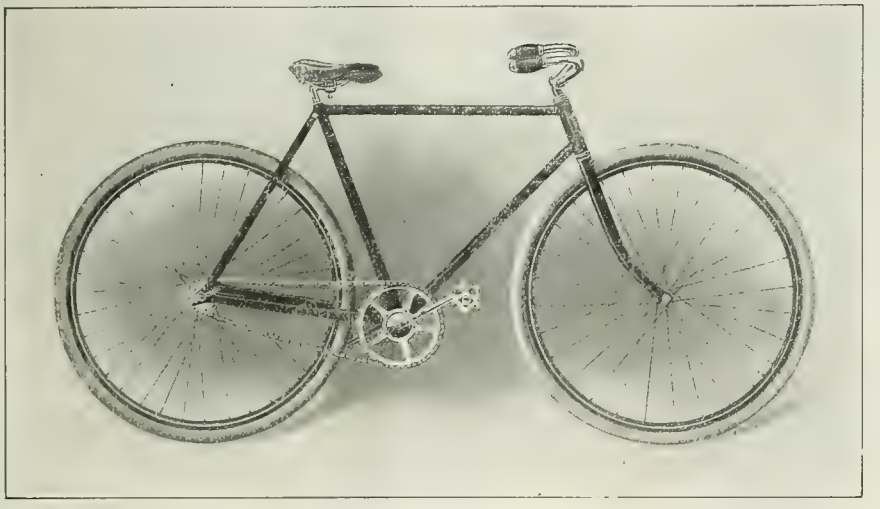
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No; you are not troubled replacing parts. IT'S Built for the Work



AURORA AUTOMATIC MACHINERY CO., Aurora, Ill.

"Daily Service" Bicycle



"DAILY SERVICE" BICYCLE, MODEL 982 H.

SPECIALLY DESIGNED

For Commercial and Municipal Purposes, for Policemen, Firemen, Telegraph Linemen, Messenger Service, Quick Delivery Service and hundreds of practical business purposes.

Heavier gauge tubing, strongly reinforced —tandem spokes—heavier rims—extra heavy tires. All other parts selected for heavy and continuous service.

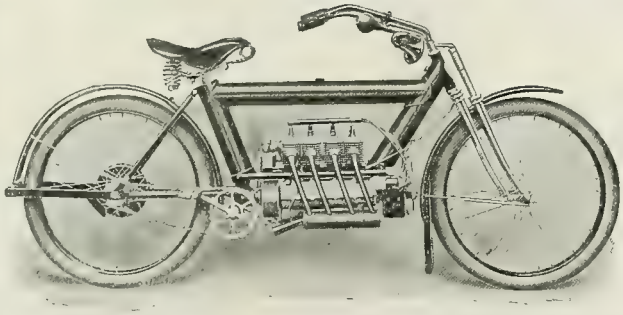
THE POPE MANUFACTURING CO., Hartford, Conn.

The Dealer Says

The Pierce is ahead of every other machine. This motorcycle is going to sell everywhere and the agency can be had at small expense. I shall contract at once.

No Tanks
No Chain or Belt
No Batteries
No Vibration
No Complications

4 CYLINDER SHAFT-DRIVE



The Rider Savs

The Pierce doesn't cost very much more than any other good motrocycle, and as one gets five times as much value for his money it's pure economy to buy one. It's equipped better, it's built better, runs smoother and will last longer than other makes, so I shall give my order to the Pierce agent.

Powerful Frame
Mechanical Valves
Automatic Oiling
Magneto
Two Brakes

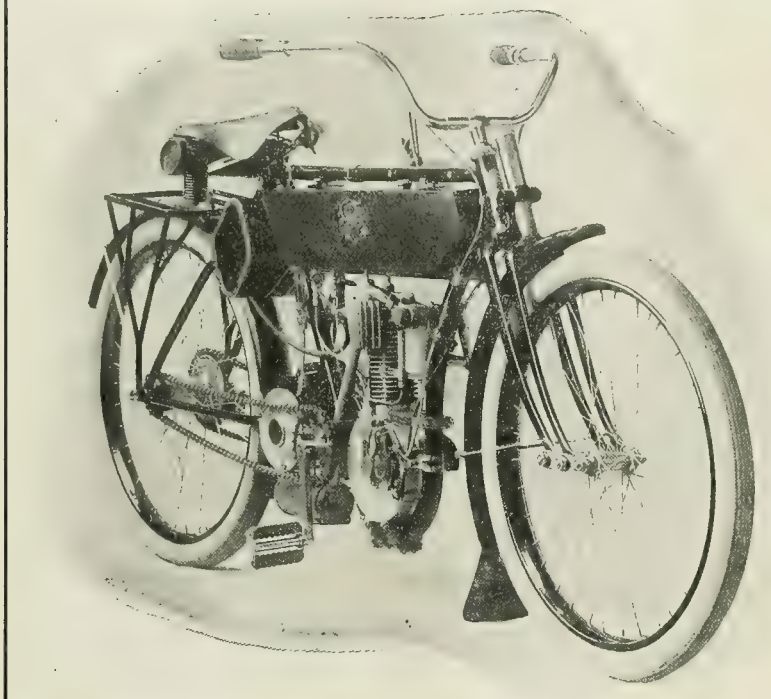
Our Agency Offer

Any cycle or automobile dealer can secure the agency for the Pierce Motorcycle. It is well worth having, and if the dealer is wise and takes the combined agency for the motorcycle and bicycles, he has something that will pay him remarkable profits. ¶ Write for motorcycle booklet and 1909 bicycle catalog.

THE PIERCE CYCLE CO., Buffalo, N.Y. Denver and Oakland SPACE 90 AT **Chicago Auto Show.**

THE 1909 **MINNEAPOLIS** TWO SPEED

The Ideal Motorcycle



has all the desirable improvements to be found on any motorcycle and incorporates a Two-Speed and Free Engine Gear in the most desirable manner.

Thor Motors and Equipments
Complete Announcement Later

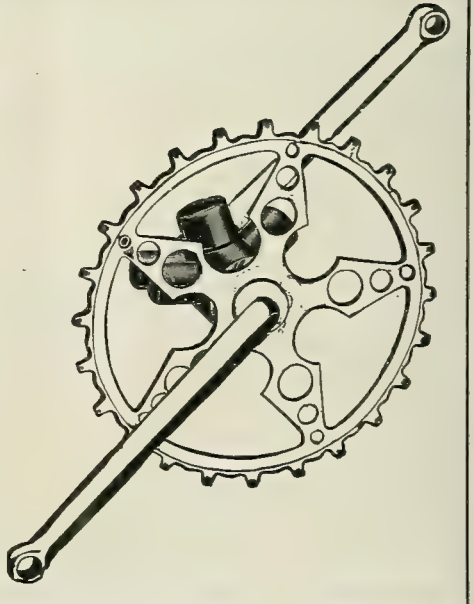
NOT A FREAK

Chicago Show, February 6th to 13th.
Minneapolis Show, March 13th to 20th.

Minneapolis Motorcycle Co., Inc.
517 South 7th St., MINNEAPOLIS, MINN.

THE HISTORY OF THE FAUBER CRANK HANGER
IS A HISTORY OF THE SURVIVAL OF THE FITTEST.

It is the only notable fitment that has survived all of the ups and downs of cycling. It would not have survived were it not the fittest. It is better than ever it was and accomplishes its far reaching purposes—to improve the quality and quicken the sale of bicycles. Why not insist that it be a part of your bicycle? Specify it and you will get it.



GREAT WESTERN MFG. COMPANY, Laporte, Ind.

1909 Model
Now Ready

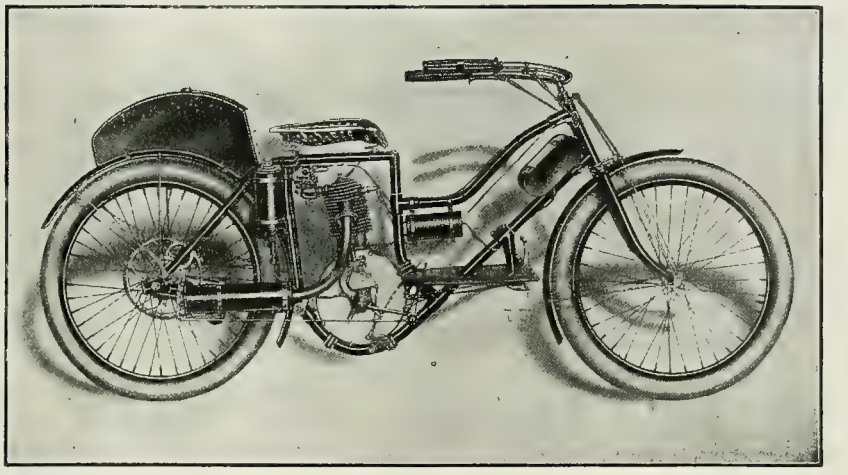
NEW ERA AUTO-CYCLE

1909 Model
Now Ready

SEE OUR EXHIBIT AT CHICAGO SHOW, COLISEUM, FEBRUARY 6-13

Good Features

Two Speeds
Free Motor
Motor started by a crank
Foot Board
No Pedals



Good Features

Form Seat
3½ h.p. Motor
60" Wheel Base
No Vibration
Luxurious Riding

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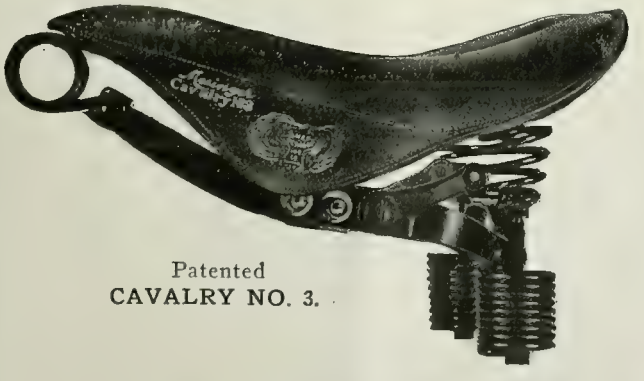
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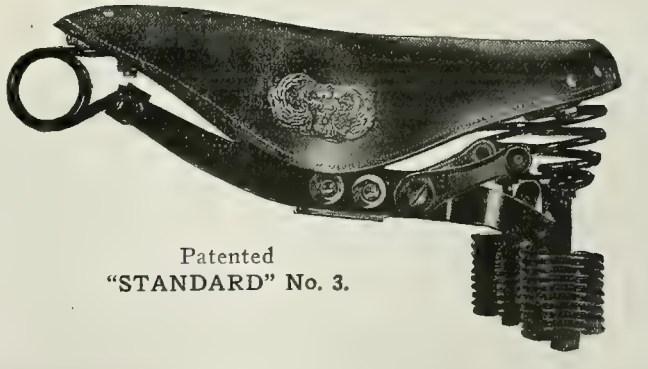
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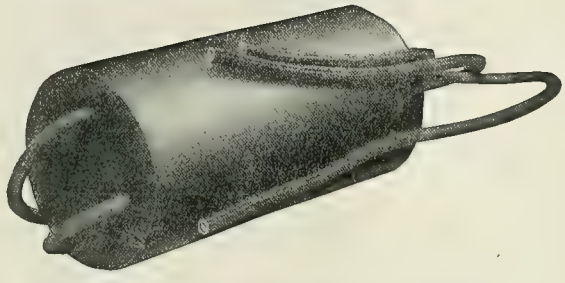
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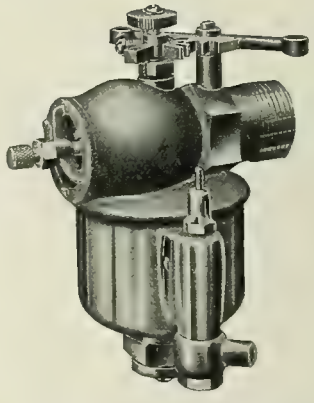
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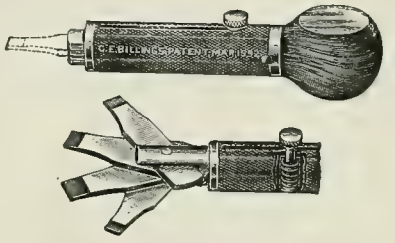


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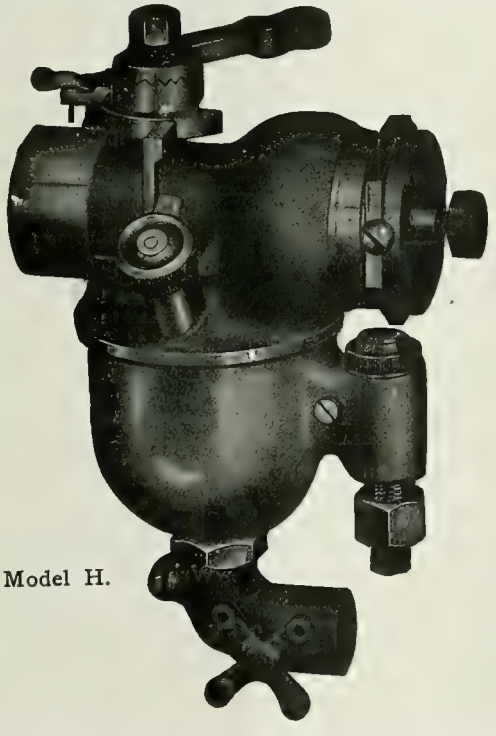
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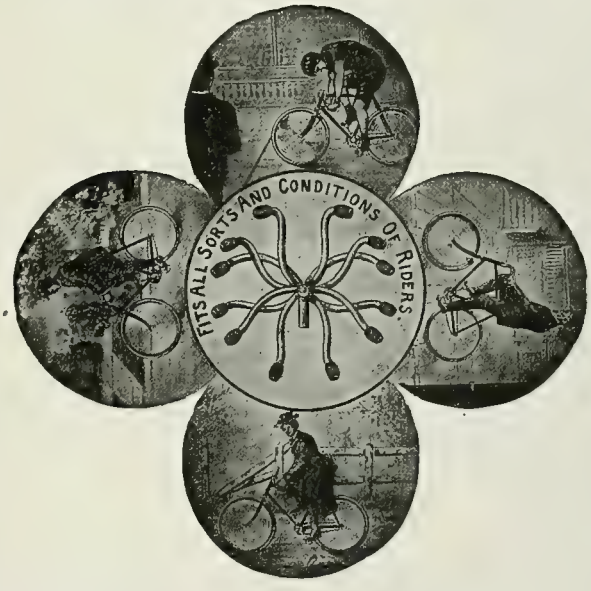
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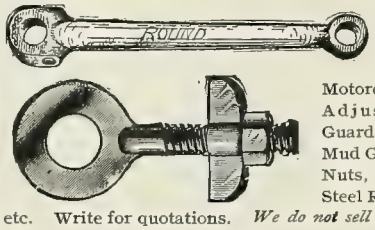
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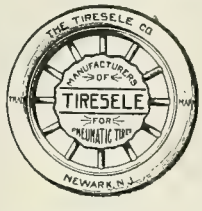


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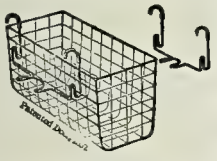
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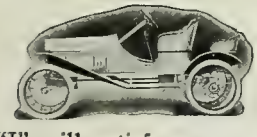


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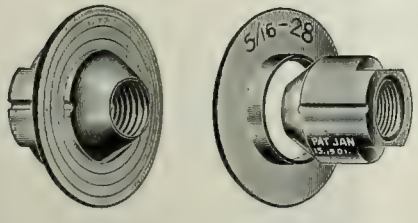
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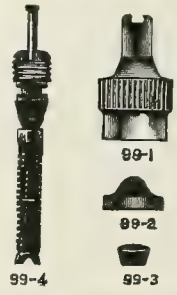
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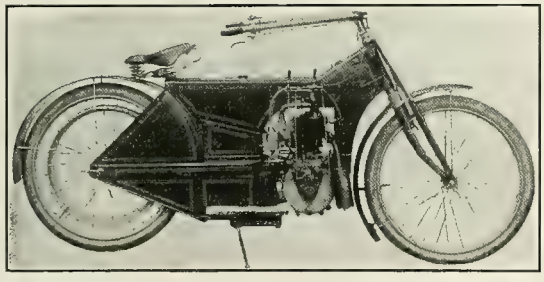
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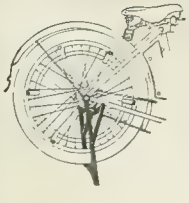
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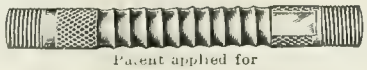
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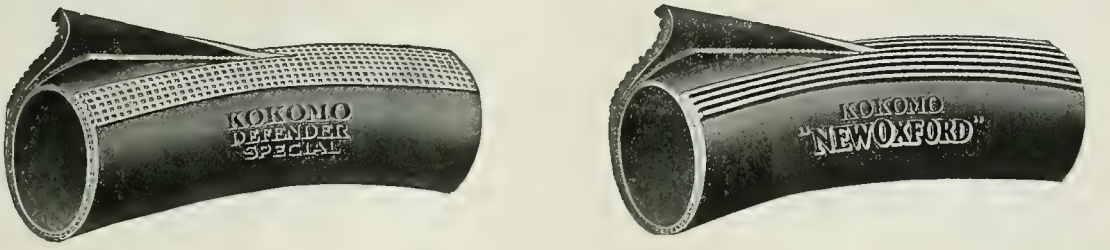
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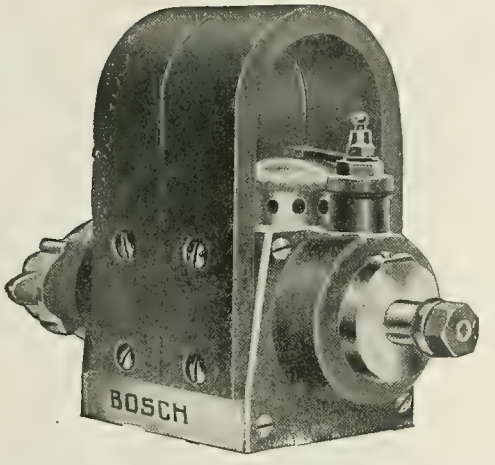
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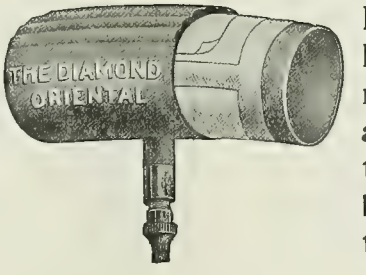
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No danger of accident.



Diamond Oriental Red Tires not only make a fine appearance on account of their lively color, but they are built in the Diamond way.

The Diamond Line—complete—meets every requirement. Single or Double Tube. Plain or or corrugated tread. Complete catalog on request.

THE DIAMOND RUBBER CO., Akron, Ohio

DISTRIBUTING POINTS:

NEW YORK.....1876 Broadway	BUFFALO.....715-17 Main St.
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CHICAGO.....1523-31 Michigan Ave.	LOS ANGELES.....1207 S. Main St.
ST. LOUIS.....3963-5 Olive St.	PITTSBURG.....6122 Centre Ave., East End
CLEVELAND.....1514 Euclid Ave.	KANSAS CITY.....1329-31 Union Ave.
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A Bicycle Built for

SPEED



New England Racer

LET US TELL
YOU ABOUT IT

"It's Different" and there are good reasons for the difference

A Post Card Request Will Bring You Full Information

J. W. GRADY & Co.

68 High Street, WORCESTER, MASS.

A GRIP

That Merits Its Name



It Will Not Slip It Will Not Peel
It Will Not Crack It Will Not Wear Out
It Will Not Sweat The Hands

But it will give comfort and satisfaction and will add to the appearance of any bicycle

The Wearwell Rubber Grip

is made over a single smooth tube, covered with purest Para gum rubber—soft, elastic, resilient—entirely seamless and shaped to fit the hand. The rubber is firmly secured at both ends by broad ferrules heavily nickel plated on copper. It is carefully made and will fit the handle bars perfectly.

Packed one dozen in a handsome display box

RETAIL PRICE **35 Cents per Pair**

TRADE PRICES ON APPLICATION

Haverford Grip Co.

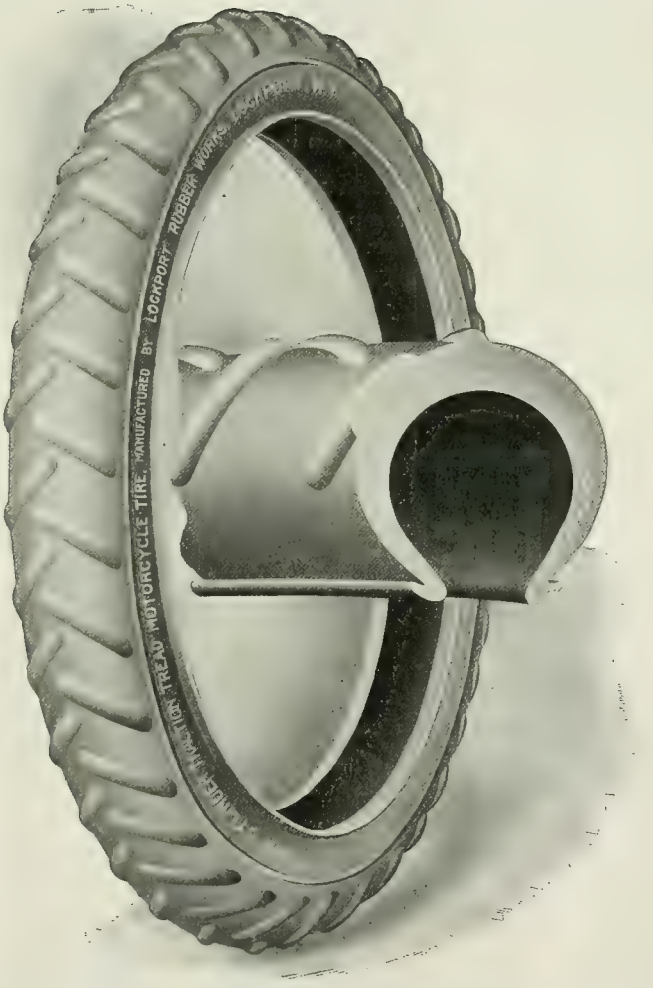
829 Arch St., Philadelphia, Pa.

Built for a Motorcycle

TWIN-CYLINDER - TRACTION-TREAD - ANTI-SKID

Not Built Like a Bicycle Tire

Traction on the Hill



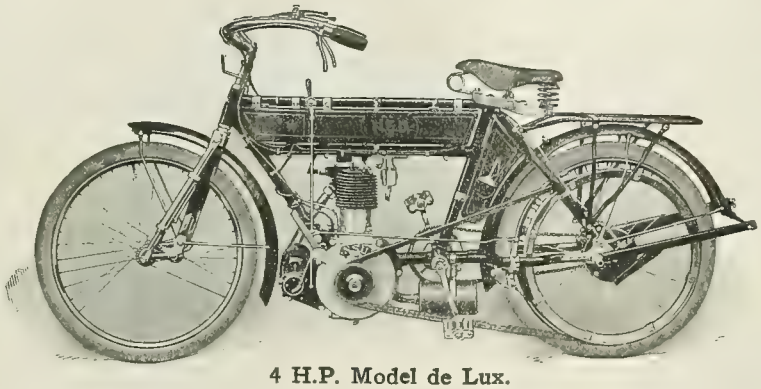
Traction on the Level

Traction on the Turn

LOCKPORT RUBBER WORKS

LOCKPORT, N. Y.

THE N. S. U. FOR 1909



4 H.P. Model de Lux.

are constructed throughout in a manner that for uniformity of excellence is unequalled in any other motorcycle. They contain exclusive features which alone so add to their worth as to make them preferable to all others.

One point of exclusiveness is found in the quality of steel used in the cylinder, pistons, crank shafts and other vital parts.

Still others are, jacketed carburetter, magneto ignition as a standard, two brakes, two speed gears, complete set of tools, extra air supply, etc., etc.

How Long Will Your Motorcycle Run?

NOT HOURS, NOR MILES, BUT HOW MANY YEARS IS THE QUESTION TO CONSIDER

Most motorcycles prior to 1906 are in the scrap heap. Not so, however, with the N. S. U.'s. We have customers who are riding their original mounts bought in 1901 and have covered over 35,000 miles.

THAT SHOULD BE THE KIND OF MOTORCYCLE YOU WANT—Catalogue "B" explains our 1909 Models

N. S. U. MOTOR COMPANY, 206 West 76th Street, New York

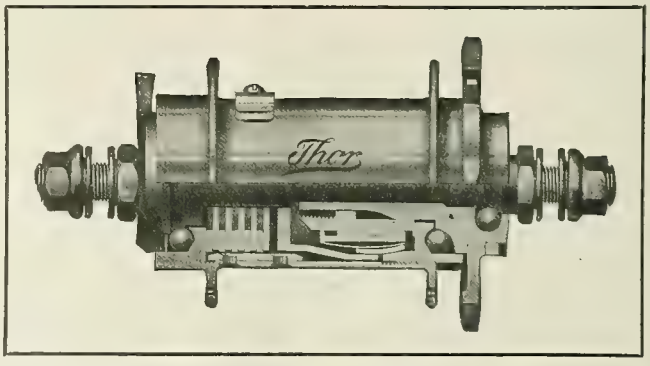
16½ Square Inches Braking Surface

THAT'S WHAT YOU GET IN THE

Thor Coaster Brakes

BUILT FOR MOTORCYCLES

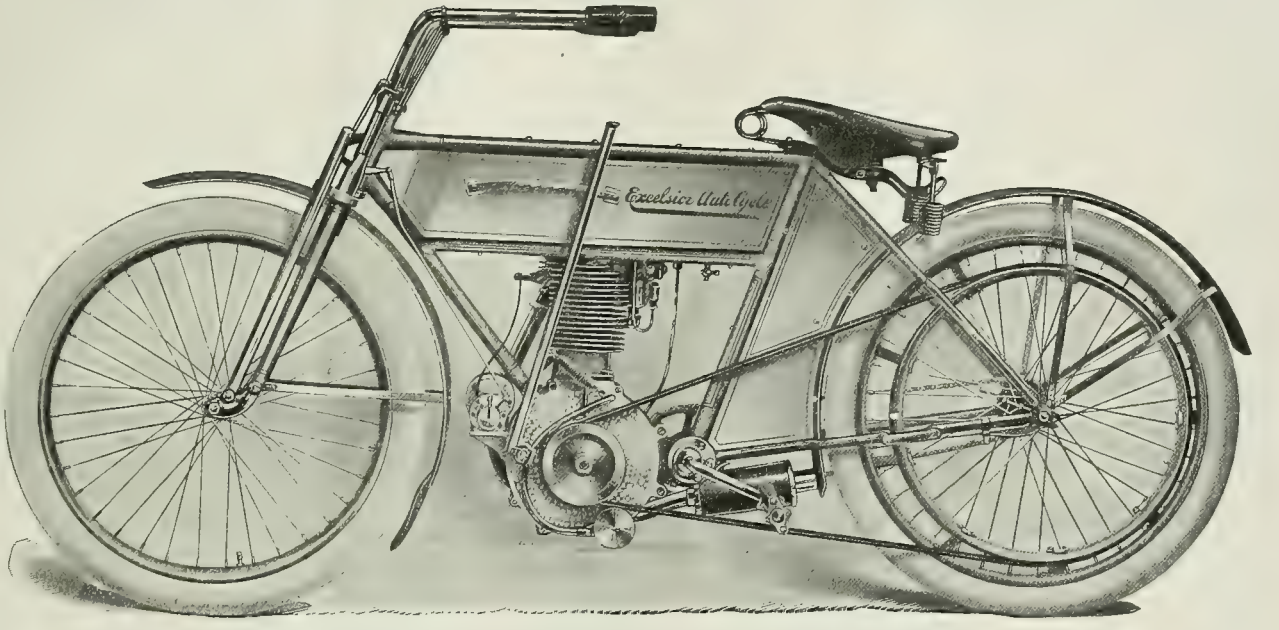
No; you are not troubled replacing parts. IT'S Built for the Work



AURORA AUTOMATIC MACHINERY CO., Aurora, Ill.

EXCELSIOR AUTO-CYCLE

FOR 1909



NOT REBUILT AND RECONSTRUCTED IT WAS RIGHT AT THE BEGINNING

¶ But embodying every new feature found to be a real improvement of practical value.

¶ We were the first advocates of a low saddle position. Watch others follow.

¶ Our positive sight feed oiling system positively eliminates lubrication troubles.

¶ High tension magneto or battery ignition.

¶ Straight line frame that gives the maximum strength at minimum weight.

¶ These are but a few of the many points that make the EXCELSIOR AUTO-CYCLE the one that is always on the job.

¶ See it at the shows or write for our new catalog M C 29.

EXCELSIOR SUPPLY COMPANY

ESTABLISHED 1876.

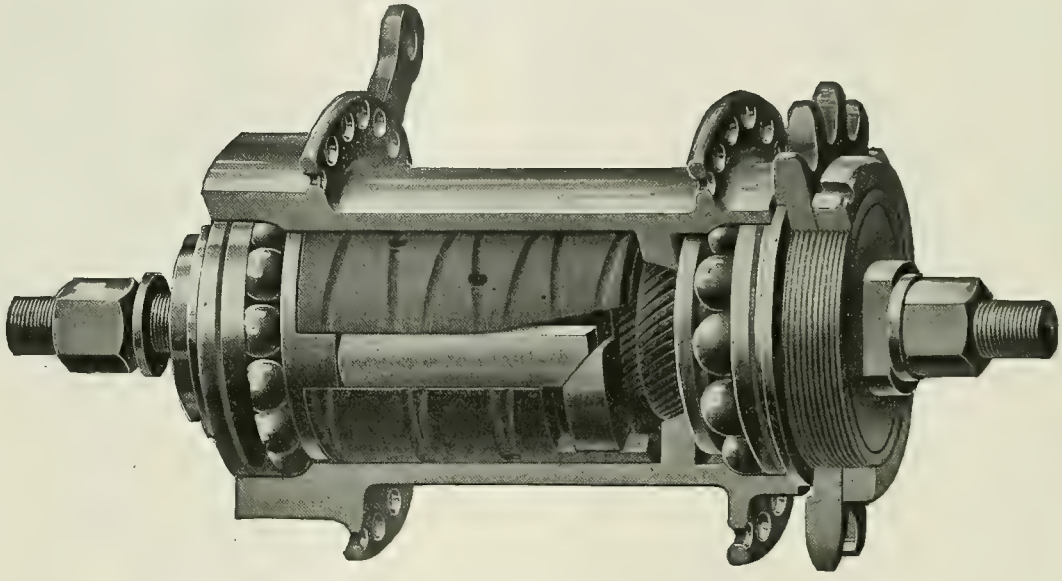
233-237 Randolph Street, CHICAGO, ILL.

THE DEMONSTRATION

of the

Eclipse Coaster Brake

at our exhibit in the Motorcycle Section of the Madison Square Garden Show served to convince thousands of its superiority.



Its simplicity, its great strength, its lever principle, its wide braking surface, and its freedom from springs, rings and other small parts make so plain that a truly satisfactory brake for motorcycles finally is procurable that any man with an open mind readily can see it and must admit it.

IS YOURS AN OPEN MIND?

Eclipse Machine Company

ELMIRA, NEW YORK

LICENSED COASTER BRAKE MANUFACTURERS

Are You On The List?

More Than 300 Agents Are Making a Big Thing on Popular Goodyear Pathfinder Tires this Season. Are You the Live Wire of Your Town?

Goodyear Pathfinder Tires soon get the tire trade wherever they are offered. Nothing has ever been made for the bicycle before that stands up against all kinds of wear, and gives the rider such comfort and ease, at such a moderate price.

The Denver Rubber Tire Works, writing us to rush an order, says:

"The dry climate of Denver is extremely hard on rubber. During the three years we have been dealing in tires here we have handled nearly every brand on the market, and have had but poor success excepting with the very highest grades and some very costly specially made tires.

"Since selling the 'Pathfinder' we have had no trouble whatever. We find it less susceptible to surface checking than our most expensive tires, and for general wear and hard service it is the most durable tire we have yet sold."

Goodyear Pathfinder Tires are made of gum as nearly pure as possible in a bicycle tire which will vulcanize properly.

The fabric is Egyptian of special close weave, which, while very pliable, is of great strength. The Pathfinder Tire's cover is so strong that it outlasts any other made. Yet it yields and springs in your hands. That means resiliency—easy riding—comfort as well as durability.

The reinforcing strip is made of toughened rubber—prepared by our own patented process—which preserves the resiliency while giving the most stubborn resistance to wear.

The rim side of the Pathfinder is pebbled so as to give the rim cement a tight grip and thus prevent creeping.

Many bicycle tires cannot be repaired. The end is in sight when they begin to break. But you can repair Goodyear Tires. This is another feature that makes them exceedingly popular.

No wonder our special Pathfinder Tire proposition is making money for agents. If we are not represented in your town this is a chance for you.

Write us today. Ask for a sample section of the Pathfinder and see for yourself what it is. The Pathfinder is made in sizes 28x1¼, 28x1⅜, 28x1½, 28x1⅝. Address

The Goodyear Tire & Rubber Company, Moal Street, Akron, Ohio

You need them; we make them

STAR, STANDARD AND
BRIDGEPORT RAT-TRAP PEDALS

STANDARD RUBBER PEDALS

SAGER TOE CLIPS
CYCLE AND MOTORCYCLE TYPES

BREECH-BLOCK SPARK PLUGS

ALL are necessities; all all are ready sellers and in continued demand. All are top-notchers. No stock is complete without them.

QUOTATIONS ON REQUEST.

THE STANDARD COMPANY, Torrington, Conn.

There is no method of making friends

MORGAN & WRIGHT



Made Good

Faultless materials, skilled workmanship and rigid inspection placed them at "the top of the heap" in one short season.

They won contests on both road and track with a regularity and frequency that surprised even their makers. But still more important, they stood up under the every-day grind of business service and pleasure touring in a way that substantially increased the utility and enjoyment of the motorcycle. Motorcyclists soon realized that Morgan & Wright had, as one rider put it, "hit the nail on the head" and produced a tire that could at all times and all places be depended upon.

MORGAN

DETROIT

equal to the method of making good

MOTORCYCLE TIRES

And Made Hosts of Friends

Here is what one of them says:

I wish to inform you that I have been using your Motorcycle Tires for some ime. I used one on my rear wheel 3200 miles and have since used it on the ront wheel for about 800 miles and there is not a crack or break in it yet. have just purchased two more. I believe that I am in a position to udge the tire as I think that I have ridden a motorcycle farther in he last twelve months than any man in the country, as I have veraged about 52 miles a day, seven days in the week. In ny business here in the city I ride over cobbles, ruts, glass, ails and everything that we have to ride over, as my usiness calls me to every part of the city, and I assure ou that your tire has been a great satisfaction to ie, and I take this manner of thanking you as here is no doubt but that you are manu- acturing the best motorcycle tire made at he present time. *Name and address on request.*

& WRIGHT

MICH.



There is no method of making friends equal to the method of making good

MORGAN & WRIGHT MOTORCYCLE TIRES



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MORGAN & WRIGHT

DETROIT MICH.

And Made Hosts of Friends

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I wish to inform you that I have been using your Motorcycle Tires for some time. I used one on my rear wheel 3200 miles and have since used it on the front wheel for about 800 miles and there is not a crack or break in it yet. I have just purchased two more. I believe that I am in a position to judge the tire as I think that I have ridden a motorcycle farther in the last twelve months than any man in the country, as I have averaged about 52 miles a day, seven days in the week. In my business here in the city I ride over cobbles, ruts, glass, nails and everything that we have to ride over, as my business calls me to every part of the city, and I assure you that your tire has been a great satisfaction to me, and I take this manner of thanking you as there is no doubt but that you are manufacturing the best motorcycle tire made at the present time. *Name and address on request.*



The Musselman Automatic Coaster and Brake



The brake without the Side-arm

STRONG
SMALL
SIMPLE
LIGHT
POSITIVE
SENSITIVE

The brake without the Lock-washer



"A child can put it together."

MADE ONLY BY

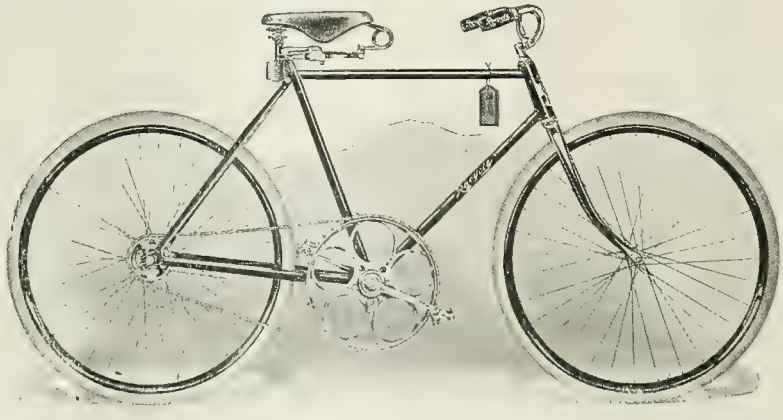
"Weighs only 25 ounces."

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

LICENSED COASTER BRAKE MANUFACTURERS.

THE KING OF ALL BICYCLES

The Racycle Pacemaker



The best and most profitable agency proposition in the world. Write for full particulars.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

F. M. JONES, Pacific Coast Representative, Sacramento, Cal.

ELYEA-AUSTELL CO., Southern Distributors, Atlanta, Ga.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVIII | New York, U. S. A. Saturday, February 13, 1909. | No. 21

MUST PAY FOR USING TIRE MOLDS

Owners of Patent Notify Tire Makers to Secure Licenses—Prosecution for Infringement the Alternative.

While manufacturers of tires heretofore have had to do chiefly with litigation or rumors of litigation involving the principles of their wares, a number of them at least have received a departure from the usual course in the form of notification that they must either change the method by which their tires are made marketable or secure a license for continuance of such method.

This situation has been brought about by patent No. 822,561, issued June 5, 1906, to Peter D. Thropp, which is claimed to cover the manufacture of molds for curing tires in open steam. The De Laski and Thropp Woven Tire Co., of Trenton, N. J., is the owner of the patent No. 822,561, as they are the people who are serving the notices of infringement. They are, of course, acting under the authority of the exclusive licensee for the manufacture of the molds under the patent, John E. Thropp's Sons Co., of Trenton.

So strong are the tire company's representations that after some negotiations five rubber companies already have taken out licenses for the manufacture of tires by the use of these molds. Licenses to other companies will not be withheld, provided the same conditions are complied with as in the case of the present licensees, but warnings have been issued that all concerns making, using or selling the molds without license will be prosecuted.

New Yorker Secures Sims Magneto.

A. R. Miller, 42 Broadway, New York, has secured the American representation for the Sims ball bearing magneto, which is produced by the Sims Mfg. Co. of London. Until about two years ago the instrument was styled the Sims-Bosch magneto and practically dominated the British motorcycle industry. Miller states that his arrangements will permit of a considerable reduction in quotations which have obtained.

Distributors Named for Mattson Grips.

The Standard Leather Washer Mfg. Co., Newark, N. J., have been appointed distributors for the well known Mattson Sponge Rubber bicycle and motorcycle grips. The Leather Washer company are marketing these goods in both plain and leather covered styles and are also offering the trade a complete line of grips made under their own patents.

Minneapolis Adds Belt Driven Models.

In addition to their chain driven models, the Minneapolis Motorcycle Co., Minneapolis, Minn., is making ready to place on the market three models employing V belt transmission. They will, of course, incorporate the two-speed gear which is so conspicuously identified with the Minneapolis product.

Chicago Dealers Make Strom President.

W. A. Strom was elected president of the Chicago Cycle Dealers' Association at its meeting on Tuesday last. William McDougald was chosen vice-president and H. B. Hansen, secretary-treasurer. The directors are Messrs, Nelson, Smith, Stewart, Hendricks, Harlow and Schwartz.

New Firm "Opens up" in Worcester.

Coombs & Fish is the style of a new firm which has "opened up" at 33 Austin street, Worcester, Mass. The members of the firm are Ira C. Coombs and Warren C. Fish. They are handling the Merkel, Light and F. N. motorcycles, also a line of bicycles.

Rheutan to Manage R-S Sales.

W. E. Rheutan has been appointed sales manager of the Reading Standard Co. Previously he filled a similar position in the Aurora Automatic Machinery Co.

HUMBER HARD HIT BY MOTOR CARS

Great Britain's Most Famous Bicycle Concern in Straits—Tremendous Expenses for Two Years the Cause.

As the result of its venture into the automobile industry, Humber, Ltd., one of the oldest and probably the most famous of Great Britain's many cycle manufacturers, is in serious financial difficulties.

Its situation is such that a special committee, appointed by the stockholders, has investigated its affairs, with the startling discovery that although its production in 1908 was no greater than in 1906, its expenditures for the year were $655,000 more. In the last two years it has spent $1,270,000 on its plants.

One of the peculiarities of the situation is that the company has a reserve of $610,000, or nearly the amount by which the expenditures of the year exceeded those of 1906. In the event of winding up the company's affairs, which the committee suggests as a possibility, this reserve would be subject to a prior claim on the part of holders of preferred stock, who thus would benefit at the expense of those holding common stock, for whom this reserve primarily was intended. The former have received no dividend since September 1, 1907.

To save the company from ruin and to provide a reconstruction of its finances, the committee recommends a reorganization, the new company to be capitalized at £650,000, of which about half would be in preferred shares with 6 per cent, cumulative interest. In the exchange for old shares, the stockholders would increase their investment, with no diminution of par value in the shares.

McDowell Joins the Hendee Staff.

John McDowell, whose original identification with the cycle industry dates back so

many years as to stretch memory, and who of late years has represented Yale bicycles and motorcycles, has joined the Hendee Mfg. Co.'s traveling staff. He will cover the New England States with which he so long and so intimately has been acquainted.

Belgium's Trade Shows a Decline.

During the year 1908 the cycle imports and exports of Belgium, which, however, is not one of the important cycle exporting nations, both showed a decline from the figures for 1907. The total value of imports in 1908 was $570,065, as against $584,915 in 1907; complete machines, $110,080, as against $148,525, a decline of $38.445; parts, $459,985, as against $436,390, a gain of $23,595; making a net decline of $14,850. The gross shipments of cycles and parts of Belgian manufacture in 1908 aggregated $118,040 in 1908, as against $120,555 the preceding year, a decline of $2,515. Complete machines, $16,630, as against $14,350, an increase of $2,280; parts $1$1,410, as against $106,205, a decline of $4,795.

Stand to Match the Machine.

The Oberwegner Motor Co., Toledo, O., now are supplying their O. M. C. motorcycle stand finished in full nickel or in any color of enamel required to match the "complexion" of the machines themselves. This departure, if generally adopted, will serve to make stands look more like a part of the motorcycles and less like an extemporized brace or a borrowed equipment as too often is the case at present.

Cathedral Chime Bell for Tri-Car.

A cathedral chime tri-car bell has been brought out by the New Departure Mfg. Co., Bristol, Conn. The gong, which measures four inches in diameter, is attached under the footboard of the tri-car, and is actuated by a foot plunger producing a continuous ringing chime alarm, which may be operated by the passenger.

Hardy Opens a Chicago Branch.

The R. E. Hardy Co., of New York, has opened a branch office in the Fisher building, Chicago, Ill., in connection with the Motor Parts Co., New York, of which Hardy is president. The sales of Sta-Rite plugs and automobile accessories will be handled in the West from Chicago.

Jacksonville Store Changes Hands.

The Alexander-Sewall Co., the well known Atlanta (Ga.) jobbers, have disposed of their retail interests in Jacksonville, Fla., to McGraw Bros. & Vogt. The Jacksonville business was for a time looked after by Mr. Alexander himself.

Jacoby Off for the Pacific Coast.

K. R. Jacoby, manager of the Miami Cycle & Mfg. Co., departed this week for a flying trip to the Pacific Coast. Los Angeles and San Francisco are practically the only places on his visiting list.

New Type of "Dead Beat" Meter.

In addition to their several styles of pocket ammeters, the Connecticut Telephone & Electric Co., Meriden, Conn., are marketing a new type of their "dead beat" meter for testing batteries, which is shown by the accompanying illustration. The new



instrument has a number of improvements of note over the 1908 pattern. A new etched metal dial now replaces the paper card dial which is universally used for this purpose. This dial is not only a distinct benefit to the instrument, but adds greatly to its accuracy, also doing away with the common trouble of warping and bulging out, which often causes the pointer to stick. The entire interior construction has been changed and now incorporates the dead beat or non-oscillating principle; the pointer construction also is new.

Band Brake for Front Wheel.

Whoever desires a band brake now will be able to obtain it, the Oberwegner Motor Co., Toledo, O., having brought out a device of the sort, which, as shown by the



accompanying illustration, is designed to operate on the front wheel. The brake drum, which is a bronze casting with a V groove in its outer periphery, is attached to the spokes by nine clamps. A contracting leather faced band conforms to the shape of the groove on the drum, and is operated by a hand lever on the handlebar which transmits motion through a flexible cable. The cable passes upward directly in the rear of the fork side, and through a guide attached thereto, a direct pull thereby is secured, giving a quick response to any movement of the operating lever. Any tendency of the brake to drag when released is obviated by springs which hold the band away from the drum, when the pressure is relieved. Provision is made for adjustment due to wear. All parts are nickeled, and the brake will be made in forms to apply to any machine.

New Storage Battery for Motorcycles.

While a storage battery usually is understood to comprise a combination of chemically treated plates immersed in acid and contained in a somewhat fragile case, Geiszler Bros., of New York City, just have produced a battery of the sort for motorcycles styled the "Midget," which is more closely akin to the dry cell. It is of the same size and shape as a standard dry cell and may be inserted in its place without necessitating any change in the battery box.

Although it contains liquid electrolyte it may be carried nearly horizontal without danger of the contents escaping. Moisture cannot affect it, and the makers claim it to be the only non-sulphating battery on the market. Its capacity is 2 volts 30 amperes, and it may be recharged at nominal expense wherever charging facilities are located. No attention is required when it is not in use and it may be left standing either charged or discharged without injury. In consequence of the hotter spark an increase in power from 15 to 20 per cent. is claimed, and it is asserted that two cells of the new battery will do the work of three dry cells, and do it better and for a longer period. Where two dry cells have been used two storage cells may be substituted and a switch placed in the circuit to give dual ignition, using one or both as desired. The power of a Midget battery is claimed to be such that an electric lamp or horn or both may be operated and at the expense of but a slight additional amount of current.

First American Rubber Belt Appears.

The first rubber motorcycle belt of American manufacture has been produced by the Empire Automobile Tire Co., Trenton, N. J., and now is regularly on the market. It is of the V-type, of course, and is being made in ¾, ⅞, 1 and 1⅛-inch sizes, and the prices thereof are not the least pleasing feature of the new goods. Its flexibility and the fact that all stretch has been taken out of the fabric employed are other features on which stress is laid.

Forms Company to Handle the Puch.

J. A. G. Pennington, of Princeton, N. J., who for some time has had the American agency for Puch motorcycles, has formed the Puch Import Co. The result will be a more aggressive compaign to interest Americans in the Austrian product.

Chicago Show Develops Several Surprises

Although Containing but Six Exhibits not Shown in New York, They Incorporate Some Striking New Features—Three Two-Speed Gears, a Multiple Jet Carburetter, a Pedalless Motorcycle and Another with Fixed Ignition Among the New Things in Evidence.

For the first time, the motorcycle section of the Chicago automobile show, which terminates tonight, resembles the "real things." There are in evidence many more of the little machines than were staged last year—72 as against 45—and they occupy two whole blocks of space on the second floor of the Coliseum Annex. None of the motorcycle exhibits are sandwiched between displays of automobile accessories as previously was the case.

The effect naturally is a great improvement and although the decoration of the Annex is nothing to speak of, the fact that sunlight streams through the windows and that fresh air actually circulates, has caused some comparisons not favorable to the stuffy, low-ceilinged basement of Madison Square Garden where the motorcycle section of the New York show was located.

As usual, the spectacular embellishment is largely confined to the main hall of the Coliseum in which the management made an economic ten-strike by using most of last year's decorations and painting them different colors. Bronze paint chiefly was employed for the purpose and the effect is at once so happy and impressive as fully to justify the thrift. In the motorcycle section the ornamentation consists of the same framework used at the previous show, but the white paint gave way to green and a "finishing touch" was contributed in the form of a flower garden which is "abloom" on the top rail of the framing.

There is a total of 21 exhibitors present, 19 of them staging motorcycles, as compared with 14 in the 1908 show, which actually occurred in December, 1907. Of the 19 exhibits, three—N. S. U., F. N. and Magnet—are imported productions. On the previous occasion no foreign machines were displayed. Of the 19, six—Armac, Torpedo, Minneapolis, Wagner, Thiem and Magnet—were not staged in New York, and from the news standpoint they, therefore, naturally are the chief objects of interest, and, collectively speaking, they incorporate so much more novelty than was anticipated that even the New York show-goer cannot remain disinterested.

As a matter of course, none of those who exhibited in Madison Square Garden have developed anything very new during the two weeks that have intervened. The nearest approach to anything of the sort is the Lewis two-speed gear which forms a part of the Harley-Davidson display and a single cylinder Indian employing the same mechanical valve mechanism as is used on the twin Indians and which, contrary to original intention, henceforth will be the standard mechanism of the entire line. The N. S. U. Motor Co., also stages a 3½ horsepower racer finished in French grey which however, differs in nowise from the 4 horsepower model shown in New York. Otherwise the Chicago exhibits are duplicates of those that held the boards in New York. The remarkable cutaway Thor again is in operation in the Aurora Automatic Machinery Co.'s booth, and Ovington has his F. N. Four "going around" as usual. The full nickeled Pierce four, and M-M twin, and the "bridegroom's" Merkel, also in full nickel, and with white Mesinger saddle, white grips and white pedals, have been brought to Chicago and catch the western eye as they caught the New York optic, and the same mechanical innovations that interested the visitors at the one show and which were so fully illustrated and described in the Bicycling World of January 23d, have interested the visitors at the other one.

If anything, these visitors have been more numerous at Chicago and their interest keener. Certainly more agents have been in attendance and when the figures are tabulated it is not improbable that it will be found that Chicago yielded better returns than New York. The Great West appears finally to be really awakening if it is not wholly awakened to the possibilities of motorcycles.

Speaking in a minor key, Chicago may be styled a "change-gear show." There are no less than five two-speed gears in evidence—the N. S. U. and the New Era, previously shown in New York, and the Lewis, the Minneapolis and the Thiem. Apart from these devices, the six exhibitors who were not present in New York, contribute much that is of interest. There are two new Armacs—a 4 horsepower single and a 6 horsepower twin; there is a Torpedo with a spring frame that must needs command attention; there is a Thiem with a new ball bearing and mechanically operated motor and with running boards and push-pedal control instead of the usual rotating pedals and there is a much improved Wagner, not overlooking the ladies' model. In the imported newcomer, the Magnet, there are a number of departures from the conventional, including a 60 degree twin engine incorporating make-and-break or fixed ignition, two magnetos and a stand, which permits starting from the standstill, pressure of a lever causing it to "close up."

The Motorcycles Not Shown In New York and Their Features

Armac Motor Co., Chicago—Three Armac motorcycles: one 6 horsepower twin, 3x 3½, $275; one 4 horsepower single, 3¼x 3½, $225; one 3 horsepower single, 3x3½, $200.

Time turns in many cycles,
Progress alone can win;
But never in time's turning
Has it beat the Armac twin!

Among the hitherto unknown Armac possessions is a poet, that is, a rhymster. His battery has boiled over in several places on the Armac literature. He even greased the ways and launched the newest and most powerful Armac to the accompaniment of the foregoing jingle, which is all his own, even to the last line in which Lindley Murray probably would smell a fault. The "poem," however, is the worst thing connected with the new model, which easily is recognized because of its possession of most of the family characteristics. The loop frame long has been one of them, but there is no double bar simply because the top bar, which is of extra large and extra heavy copper lined tubing, serves as the gasolene tank and in itself constitutes a brace.

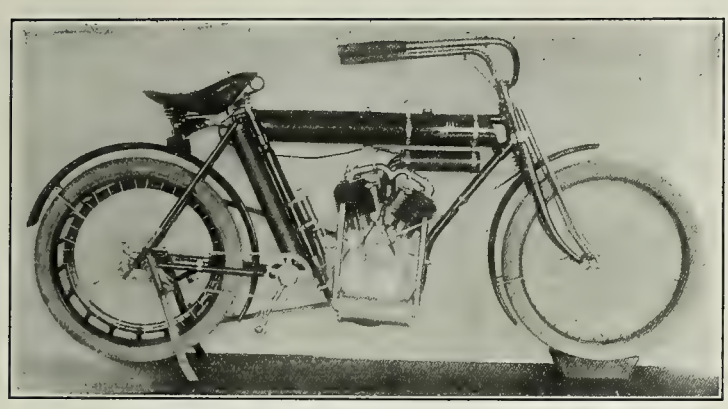
This form of integral construction is an established Armac feature which is further exemplified by the oil tank which forms a part of the seat mast. Save in respect to the wheel base, which has been lengthened to 57 inches, the Armac frame practically is as heretofore, although in the twin and the new 4 horsepower single, the loop no longer is used as the exhaust pipe; while that feature is retained on the 3 horsepower model, on the new comers the engine exhausts through perfectly straight tubes connected with a muffler of a flattened oval shape. A new cushion fork also has been evolved; it is of the supplementary double spring type linked with the ends of the main fork, the link being a forging of more than commonplace design. Except for minor refinement, the motor substantially is as heretofore, but it looks somewhat different, due to the fact that the cooling

THE MOTORCYCLE SECTION OF THE CHICAGO SHOW

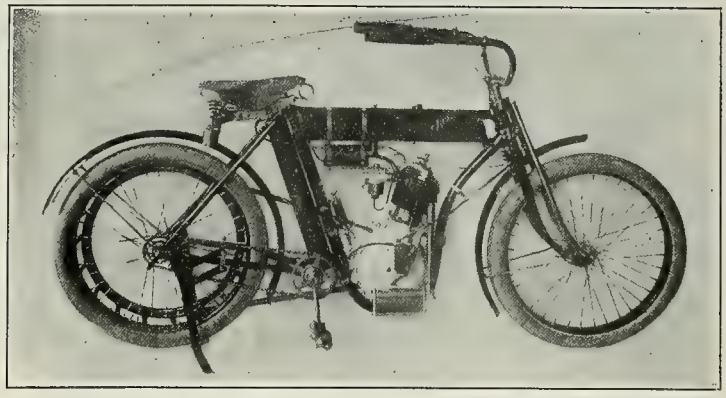




VIEWS TAKEN FROM OPPOSITE ENDS OF THE HALL



ARMAC 6 HORSEPOWER TWIN



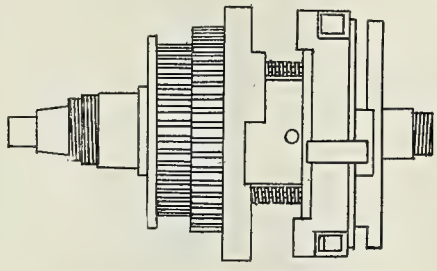
ARMAC 4 HORSEPOWER SINGLE

flanges no longer are arranged pear shaped; they all now are of equal size and circumference. The lower part of the cylinders again are bare of flanges, following the prevailing practice. In the timing mechanism the intermediate gear previously employed has been eliminated and the valve lifting mechanism made integral with the gear. An unusual feature of the Armac motor is the novel provision made for change of spark plug position. Ordinarily the plug is placed sidewise in the combustion chamber, but when desired it may be placed directly in the center of the head, the orifice at that point being otherwise filled by a compression-release cock and flusher tube. The plug and the cock are interchangeable, so to speak. A new carburetter of the central draft type and of Armac manufacture, wider mudguards and a stand which will not interfere with the removal of the rear wheel, constitute other improvements. Force pump lubrication and V-belt transmission are retained, of course, and option is offered of either 28 or 26 inch wheels and battery or magneto ignition.

Minneapolis Motorcycle Co., Minneapolis, Minn.—Minneapolis two-speed motorcycles: One 3 horsepower single, 2⅝x3¼, $250; one 6 horsepower twin, 2¾x3¼, $325.

As the first American concern to shy its castor—that is, its motorcycle—into the ring with a two-speed, free engine gear as a part of its regular equipment, the Minneapolis company at once attained an unique position, which it still retains and which is likely to be further strengthened as belt driven models shortly will be added to the output which now employs only chain drive.

With the undoubted and far reaching advantages afforded by a free engine and a two speed gear, the value of the device that affords them is not to be minimized, and



MINNEAPOLIS TWO-SPEED GEAR

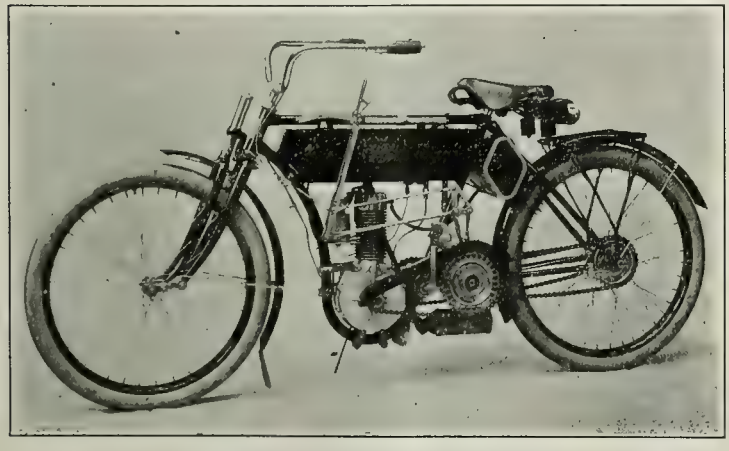
not only has the Minneapolis gear itself been refined, but the entire machine has been improved, and is pleasing to the eye. Thor engines and carburetters have replaced those previously used; force pump lubrication has replaced the sight feed oil cup and a new upturned bar with the Thor piano wire grip control has been adopted. There also has been evolved a new and neat compound compensating spring fork which is further distinguished by ball bearing links at the fork ends. The double bar loop frame and square tank were employed last year and their use is continued; it is slightly lower, however, and the wheel base is one inch longer, 55 inches. Mud guards are wider and have rolled edges.

The two-speed gear which is such a conspicuous feature of the Minneapolis still employs the planetary system.

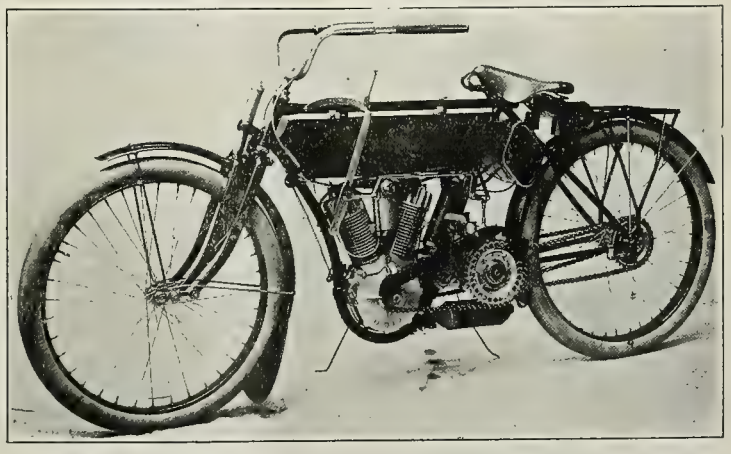
Instead of the friction clutches formerly employed, positive dog clutches are used, which do away with any possibility of slipping, and further render the device less liable to the heating effects which slippage always induces. To supply the necessary yielding medium which the adoption of the positive connections necessitates, the compensating sprocket has been shifted from its former position on the countershaft to the rear hub, where it acts equally well for high and low gears. Oil cups are now provided for the hub gear in place of the drip feed formerly supplied. In the gear itself, however, a more important change has been brought about by the adoption of Hess-Bright ball bearings. The speed changes are effected, as before by means of a lever which stands beside the tank and is guided by a quadrant. A hand crank for starting the motor also is supplied.

The action of the gear is easy to understand, because of the elimination of the clutch mechanism which in many forms of planetary gear, is more or less confusing. As shown in the illustration, the parts are in the high gear position, in which the shifting spider or driving member is locked to the driving disc on the engine side of the

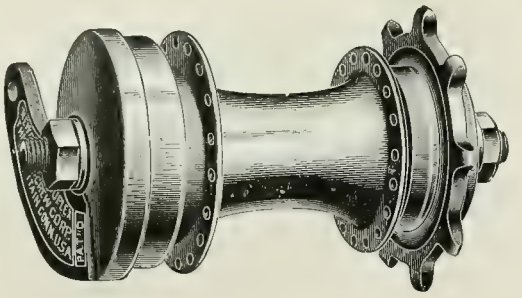
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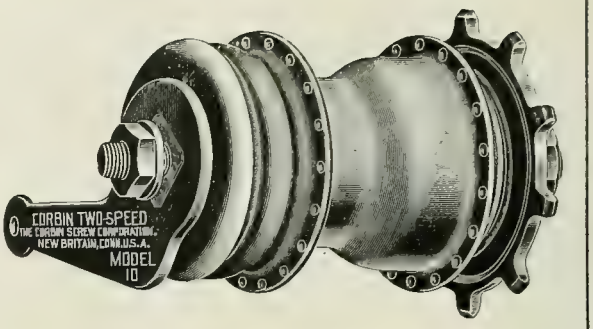


MINNEAPOLIS TWO-SPEED SINGLE



MINNEAPOLIS TWO-SPEED TWIN





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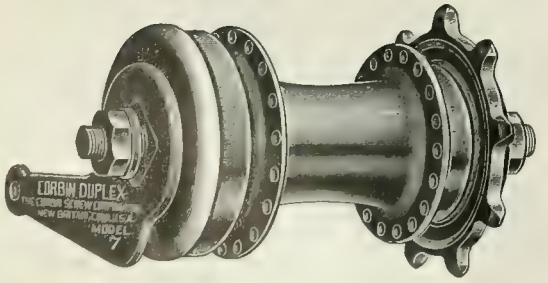
Corbin Coaster Brakes

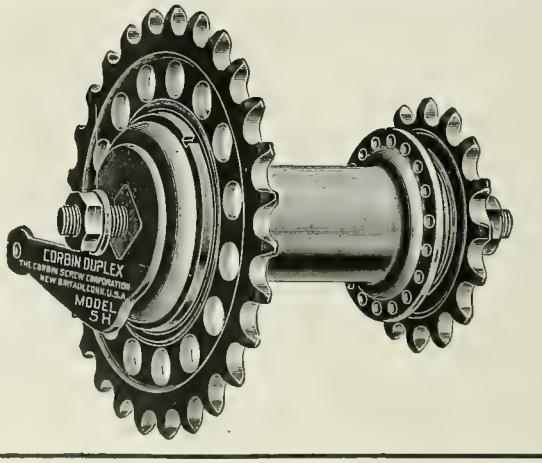
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FOUNDED 1877

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NEW YORK, FEBRUARY 13, 1909.

"'Doctor R-S Motor' advises my renewal of that world renowned prescription, the Bicycling World, which is taken weekly and which when taken according to directions, is a great brain food. As I need brain food every hour, I am thankful to get the Bicycling World once each week and accordingly enclose money order for $2 for the renewal of my subscription."—J. M. Roraback, Los Angeles, Cal.

How Tire Manufacturers May Help.

If the bicycle ever was particularly "good" to any of its kindred trades it was the tire trade. Not a few of the great rubber companies of today owe their existence and their fame to the bicycle since it rendered possible and profitable the production of bicycle tires, and, shall we say, automobile tires? For if there had been no bicycles, there probably would have been no pneumatic tires.

The demand for and output of bicycle tires—not to mention tires for motorcycles—still represents a value of several millions of dollars annually and practically all of those manufacturers who now cry chiefly of their automobile tires, nevertheless remain keen in the pursuit of a share of the great revenue that comes of the production and use of bicycles. None of them will object to an increase of that revenue. It seems fitting, therefore, again to urge upon them that if in crying their automobile wares in the great dailies and magazines and other public prints they will but find one corner or even a line in which to herald their bicycle tires or the fact that they manufacture such tires, they will be serving themselves without added expense and, to a degree, will at the same time assist the bicycle industry which made the fame and fortunes of not a few of them.

Similarly when designing illustrations whether of road scenes or of factories and surroundings, is there any good reason why the bicycle and the motorcycle should not be included in such pictures or why they should be restricted to automobiles, trolley cars and horse drawn vehicles? These may appear trifles, but life is made up of trifles, and when such of these so easily may be made to promote or assist the pursuit of business, it requires but a word from the right men to assure that they shall be turned to advantage. We hope the necessary word will be given.

Recognition of the Motor Bicycle.

Despite its growth, intelligent recognition of the strides which the motorcycle industry has made within the past year or two is comparatively rare. Where it is granted, it occasionally comes from unexpected sources. During the current week, for example, motorcycle builders have been exhibiting their productions in the Chicago show to the number of almost a score, in common with the exhibitors of automobiles, who numbered exactly 94. Yet so overwhelmingly has the automobile industry come to dominate the situation that the relatively high proportion of motorcycle people in evidence was permitted to pass practically without notice, so far as the daily papers were concerned. At the same time, it remained for such a comparatively disinterested observer as the Farm and Implement Journal to remark the fact that in a wonderfully brief space of time and almost unnoticed from without its own confines, the motorcycle industry has increased in strength until its number has become "approximately one-quarter" as great as that of the automobile makers themselves.

"Not only is this a fact," comments the journal in question, "but the astounding increase in the automobile business is but a snail's pace compared with the leaps and bounds of the motorcycle business. It is a duplication of the bicycle craze with the 'Fourth of July' features eliminated. The manufacturers of the motorcycle are largely those who have had experience in the bicycle business and they are carefully avoiding the pitfalls of that trade. So carefully has the promotion work been done that the general public is only waking up to the fact that a new industry is firmly extablished.

"The field for the motorcycle is limitless and it interferes to only a small extent with the bicycle and automobile trades. With the extension of the good roads movements there will be more buyers of the little machine which covers ground as fast as an automobile and gives the rider all the 'feel' of horseback, bicycle and automobile riding combined."

As a matter of fact, the proportion between the number of manufacturers actively engaged in the production of automobiles and those who are actually turning out motorcycles, is greater than four to one, or even five to one, despite the apparent indications furnished by the list of exhibitors at Chicago. But making due allowances therefor and for the Farm and Implement Journal's use of too glowing carmine in its painting of the lily, there are some forceful truths contained in its comment. As it truly says, the field for the motorcycle is limitless and interferes to but a small extent with the use of bicycles and automobiles and such improvements as were disclosed is the motorcycles exhibited at New York and Chicago draw nearer that time when the great public prints must accord them that recognition which is their due and which has been too long withheld, while all the while being given in such bounteous and unstinted measure to the automobile. It is then that further development will come apace and then that the public will awaken to the fact that the motor bicycle really is a remarkable vehicle and one, as the farm journal truly says, affords "the 'feel' of horseback, bicycle and automobile riding combined."

In an English publication a motorcyclist "arises to remark" that in the course of four years he has ridden a chain-driven machine fifty thousand (50,000) miles without a renewal of chains. The gentleman either is a fascinating exaggerator or has discovered a chain, or how to use a chain, general knowledge of which would prove a valuable contribution to science and of keenest interest to those who employ chains or belts for any purpose.

INDIANAPOLIS BEGINS TO WORK

Club Incorporating and Chooses Strong Board of Directors to Secure F. A. M. Meet—Notes of Preparation.

Having decided that it wants the annual meet of the Federation of American Motorcyclists, and as no opposition is in sight, Indianapolis has begun to take steps to secure it. Preparatory to making formal application for the meet the Indiana Motorcycle Club has revised its constitution and the process of incorporation is under way.

Its revised constitution makes it obligatory for the club to become affiliated with the Federation of American Motorcyclists and required the election of three new directors, who were promptly chosen; all of them are prominent in the Indianapolis trade. L. M. Wainwright, who has been elected for one year, is the head of the Diamond Chain and Mfg. Co.; F. I. Willis, for two years, is a part of the Hearsey-Willis Co., and G. H. Hamilton, for three years, is sales manager of the G & J Tire Co.

Because of the great amount of work that will ensue in the event of Indianapolis securing the national meet, the former secretary asked to be relieved. The vacancy has been filled by the election of R. H. Strum, who, with several other members, attended the Chicago show with large badges pinned on their coats bearing this inscription: "We want the Meet—Indianapolis."

G. H. Hamilton, one of the newly elected directors, is authority for the statement that there is no doubt that the proposed five miles motordrome will be completed by June and in time for use during the F. A. M. meet, as the project is on a substantial basis and preliminary work already has started.

Golden City Fastest on the Rollers.

John Coghlan and T. Mullen, representing the Golden City Wheelmen, won the inter-club home trainer meet held at Puckett's Hall, San Francisco, Friday night, 5th inst. The meet was one of the most exciting ever held on the Pacific coast and the Golden City Wheelmen won from the New Century Wheelmen, who promoted the meet, by two-fifths of a second.

Six heats were run, each club being represented by two riders, the combined time counting for the silver loving cup that was offered. Each rider had to go two miles and the total time of the Golden City Wheelmen was 5:38⅕. The fastest individual time was made by C. Laye, of the New Centuries, who covered two miles in 2:38⅘.

The respective times made in the heats were as follows:

First heat—E. Isaacson (Berkeley), 3:08; G. Lee (Central City), 3:19⅖. Second heat—M. Bruzzoni (Oakland), 3:00; L. Thomas (Bay City), 2:54⅘. Third heat—John Coghlan (Golden City), 2:53T; C. Laye (New Century), 2:38⅘. Fourth heat—A. McDonald (Central City), 3:35; L. Schachtabeck (Berkeley), 2:49⅘. Fifth heat—E. Kimball (Bay City), 3:07⅘; T. Mullen (Golden City), 2:44⅗. Sixth heat—W. Bellezer (New Century), 2:59⅘; E. Carroll (Oakland), 2:47⅗.

Following is the added time of the teams: Golden City Wheelmen, 5:38⅕; New Century Wheelmen, 5:38⅗; Oakland Wheelmen, 5:47⅗; Berkeley Wheelmen, 5:57⅘; Bay City Wheelmen, 6:02⅗; Central City Wheelmen, 6:54⅗.

Club Rivalry Arouses Racing Spirit.

That competition is the life of trade is to be shown in Springfield, Ill., during the coming season, according to advices from that city. For some years the Capitol City Cycling Club has paid more attention to social affairs than bicycling, but since the Racycle Club No. 13 of the Illinois Wheelmen has shown a tendency to steal the laurels from the older organization members of the latter have been spurred to action. It is planned to either join forces in the promotion of bicycle races during the coming season or to try and outdo each other in this respect and the first effort in this direction will be a big 12 miles road race on May 23d, to be promoted by the Capitol City club. The Racycle Club has elected the following officers for the ensuing club year: President, John P. Hill; secretary, J. H. McCrea; treasurer, Carl V. Becker; pilot, Fred Moe.

May Affiliate with the F. A. M.

The New Jersey Motorcycle Club, which has its headquarters in Newark, likely will become an affiliated club of the Federation of American Motorcyclists. At its meeting last Tuesday night R. S. Morton, chairman of the F. A. M. competition committee, and W. F. Mann, Massachusetts State Commissioner for the F. A. M., were present and both pointed out reasons why the club should come into the fold.

Bad Spill Mars Indoor Race.

Ray Messiter won the one mile bicycle race at the Riverview Rink, Chicago, on Saturday night last, 6th inst., from a field of 17 starters. Alex. Peterson was second, Charles Bigelow third and Ray Bernard fourth. The first three started from scratch. C. Cochlar fell on one of the turns and A. Morward, W. Herrick, R. Curtis and J. Flattery went over him, several of them getting bad falls.

San Francisco Club After a Track.

According to San Francisco advices the San Francisco Motorcycle Club will apply to the Park Commission to secure the privilege of using the Stadium bicycle track for racing. The turns will have to be banked, entailing an outlay of about $2,500, which expense will be borne by the club, it is stated.

COLVER BREAKS WORLD'S RECORD

He Stretches Motorcycle Mileage for Six Hours by 2½ Miles at Canning Town —Averages Over 45 Miles.

O. C. Godfrey's world's six hours record of 268 miles 285 yards, did not remain long on the books. On Thursday, 21st ult., H. V. Colver, on the same track, succeeded in adding about 2½ miles to Godfrey's distance in the same period of time, the new record being 270 miles 1,170 yards.

Colver's successful attack on the "half way around the clock" record was made under favorable circumstances. The Canning Town track was in fair shape, and the day was fair and cold, but with very little wind.

Colver got under way at 10.16 a. m., from a standing start, and did not stop until 98 miles had been covered. The banking of the track is exceedingly severe on tires and had it not been for several changes of shoes as a matter of precaution it is thought Colver would have broken all the world's records from two hours upward. Other stops were made at 144 miles, 159 miles, 195 miles, 203 miles and 241 miles. At 241 miles the wheel was improperly adjusted, so that the belt slipped, and another stop was necessitated.

From 141 to 144 miles Colver was inside Godfrey's record, but because of the time lost in changing tires he remained outside the record up to 231 miles. He did not seem much the worse for the ordeal, but complained of not being able to travel faster owing to a danger of slipping on the banks. Following is the distance covered at the end of each hour, all except the distance for the six hours, being outside the old record:

First hour, 47 miles 690 yards; second hour, 96 miles 110 yards; third hour, 138 miles 1,120 yards; fourth hour, 181 miles 1,070 yards; fifth hour, 226 miles 1,660 yards; sixth hour, 270 miles 1,170 yards. Colver's average speed was 45 miles 190 yards per hour.

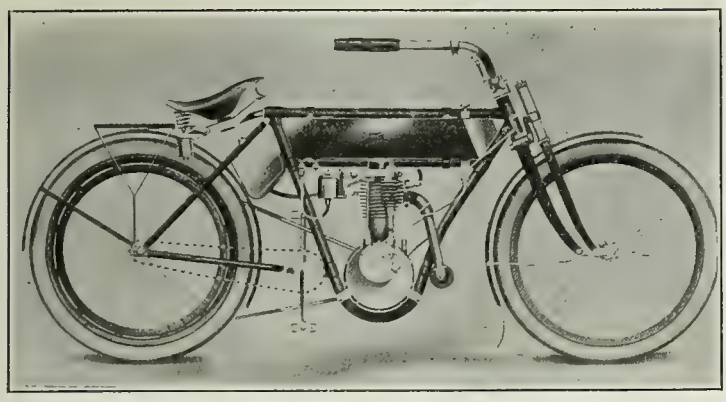
Colver rode a 6 horsepower twin Matchless with cylinder dimensions of 76 by 95 millimeters. The piston displacement works out 53 cubic inches.

Motorcycle Cop Makes Big Mileage.

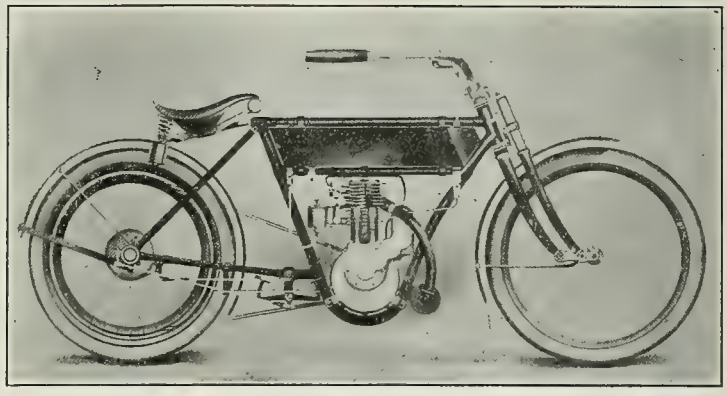
As far as is known, the best motorcycle record for the year 1908 stands to the credit of A. C. Gibney, an Indianapolis policeman. He covered 14,108 miles, practically all in the line of duty, on a 5 horsepower twin Indian. Incidentally, he made more than 300 arrests.

Alameda Cards a Relay Race.

The Alameda Wheelmen, of Alameda, Cal., will hold a 10 miles relay race in that city on February 22d. A silver goblet, donated by Frank Marshall, is the prize.



THIEM STANDARD SINGLE CYLINDER MODEL



THIEM WITH TWO-SPEED GEAR AND RUNNING BOARDS

CHICAGO SHOW DEVELOPS SEVERAL SURPRISES.

(Continued from Page 817)

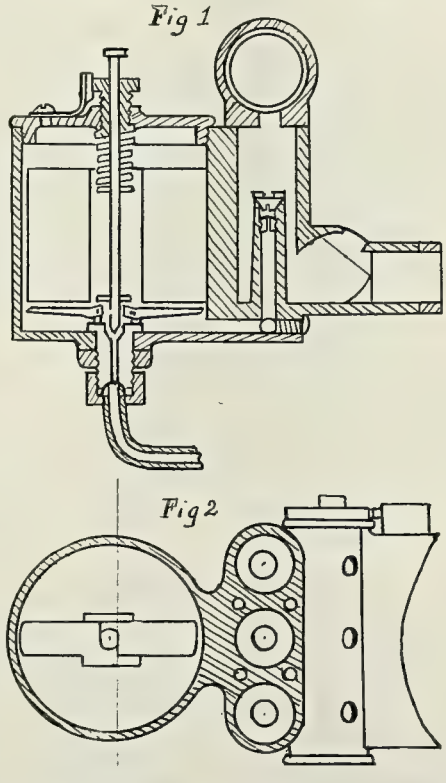
gear, as a result of which all parts of the device rotate together affording a direct drive. When the shifting lever is moved in the quadrant the driving member is shifted, first into a neutral, or free engine position, and then into a second driving position which locks the teeth on its opposite side with a second driven member, thereby locking the spider on which the four planetary pinions are mounted, and preventing it from turning. The low gear is thus secured through the action of the pinions. Complete, the gear weighs but 5½ pounds, and is unobstrusively mounted in the frame just back of the motor.

Thiem Mfg. Co., Minneapolis, Minn., Thiem motorcycles: One single, 2¾x3¼; one single, 3x3½; one twin.3¼x3½. [Thiem motors are rated by dimensions only, not by horsepower.]

Although to the eye, the Thiem of 1909 does not look markedly different from its predecessors, first appearances are deceitful; for while the double bar loop frame is the same as heretofore, the power plant bristles with novelty. The twin and last year's single are retained in the Thiem line and employ round tanks and motors with automatic valves, but the two latest models are distinguished by square tanks, ball bearing engines with mechanical valves, multiple jet carburetters and one of them is pedalless, having running boards with automobile push-pedal control and is equipped with a hand-starting two-speed free engine gear built into the rear wheel.

In the new engine the cylinder and head are cast in one piece, with flanges stripped from the lower part of the cylinder, of which the valve chambers are a part; there are separate chambers, arranged side by side, for the inlet and the exhaust valves and they are cast with an air space between themselves and the cylinder. The valves are operated by walking beams actuated by one secondary gear. The spark plug is inserted forward for cooling purposes. The ball bearings, which are of the F. & S. annular type having die-cast ball separators, are applied not only to the main shaft, but to the connecting rod also. The piston pin is secured in the connecting rod.

While the multiple jet carburetter is used in several well known automobiles its employment in the Thiem constitutes a radical departure in motorcycle practice. The carburetter is of the three spray type a separate nozzle or standpipe being used for each spray. They are arranged side by side in the mixing chamber which, of course, is



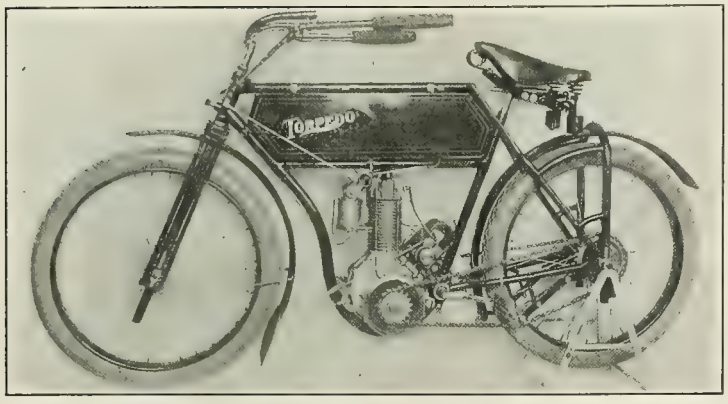
THIEM MULTIPLE JET CARBURETTER
Fig. 1. Showing internal construction.
Fig. 2. Showing location of three nozzles.

connected with the usual float chamber, the level of the float and of the gasolene being readily adjustable merely by turning a screw in the top of the carburetter, which in itself is an innovation of no small merit. Each of the three nozzles has three grooves giving nine jets in all and are minus needle valves. On minimum throttle only one of the spray nozzles is in operation, but as more power is needed the throttle is revolved until the first nozzle reaches maximum opening, then as throttle is farther advanced the second spray nozzle will begin to be opened for action, the first nozzle remaining open also after second nozzle is fully open and throttle is further advanced, and as the third nozzle comes into play, the first and second also remain open and throttle may be advanced until all three nozzles have their maximum opening for full power or highest speed. The air shutter is arranged in the short pipe which takes hot air from the engine; turning this shutter of course narrows the inlet passage and increases the suction of gasolene and also closes and opens the three auxiliary air passages, thus giving cold air when desired for warm climates or warm weather or warm air for the reverse conditions. The carburetter is claimed to have permitted starting as easily as 22 degrees below zero as at 72 degrees above. Its economy and its flexibility at low speeds—lack of which is one of the drawbacks of the gasolene engine—and at high speeds are asserted to be remarkable.

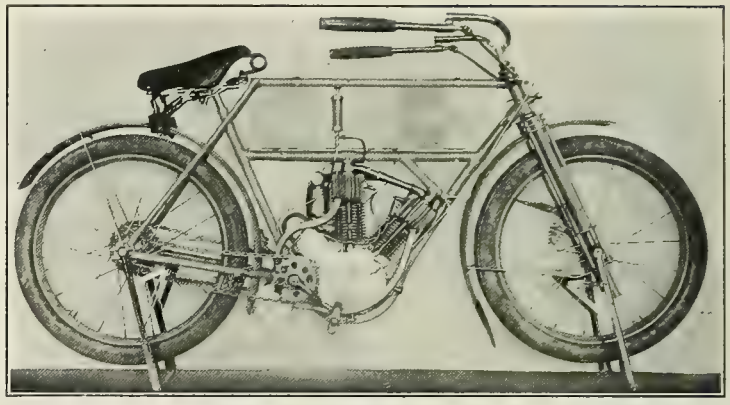
Lubrication is by force pump as heretofore, oil, gasolene, battery and coil being carried in a four compartment tank. Transmission is by leather V belt. Option is offered of battery or magneto.

In the pedalless model, which is equipped with the two speed gear, the push-pedal on the left running board controls the low gear while on the right running board the high gear is similarly operated by a toe lever which works in connection with a heel plate pressure on which disengages the clutch; another push-pedal on the right applies the rear wheel external band brake.

In this gear, the usual variations of high and low gear, free engine, and the possibility of starting the motor by means of a hand crank all are presented. The point of extreme novelty in this connection is that when it is desired to "crank" the engine, the starting handle, instead of being applied to the end of the crank shaft or to a counter shaft somewhere in the neighborhood of the motor it attached to the left hand end of the rear axle itself. The apparent inconsistency of this is explained when it is understood that the rear axle always revolves when the motor is running idly, but is stationary when the low gear is engaged and the driving wheel is turning. Therefore, if the rear wheel is held



TORPEDO, SHOWING NEW SPRING FRAME

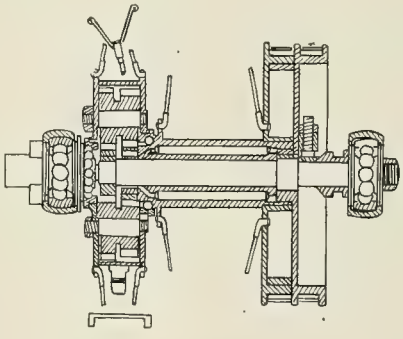


TORPEDO 5 HORSEPOWER TWIN

stationary, as it is when the machine is at rest, and the axle is rotated, it follows that its motion must result in the turning of the driving sprocket or sheave, and hence of the crank shaft of the engine.

Structurally the gear is of the hub type, planetary in action, and contains three individual elements all of which are mounted on anti-friction bearings so that they may revolve independently of one another. The inner member of the group is the axle, which is carried on ball bearings which are placed at its outer ends and which has a small pinion keyed to it just inside the driving sprocket or sheave of the transmission. The hub is mounted over the axle and is made to rotate independently of it by virtue of its mounting on long bearing rollers which extent through its entire length from flange to flange. The driving member, which by an alteration in the formation of the outer rim may be adapted either to chain, V-type or flat belt, is the third member of the group, is mounted on ball bearings, and carries a series of double pinions mounted on studs in a circle concentric with the center. Each of the pinions has two sets of teeth of different pitch diameter, and amounts to two gears fastened side by side. The outer set meshing with the pinion which is mounted on the axle, while the inner set meshes with a similar pinion, but of greater diameter, which is made fast to the hub proper.

Upon the right hand end of the hub a brake drum is formed upon the outside of which a large service band brake is applied for checking the motion of the machine. Within the same drum a second, expanding, brake is formed, which, when applied, locks the drum to a second drum along side of it, which is keyed to the axle. The effect of this is to lock the parts of the gear together, thus affording a direct drive, or high gear. To secure the low gear, all that is necessary is to apply a second band brake to the outer of the two drums, which

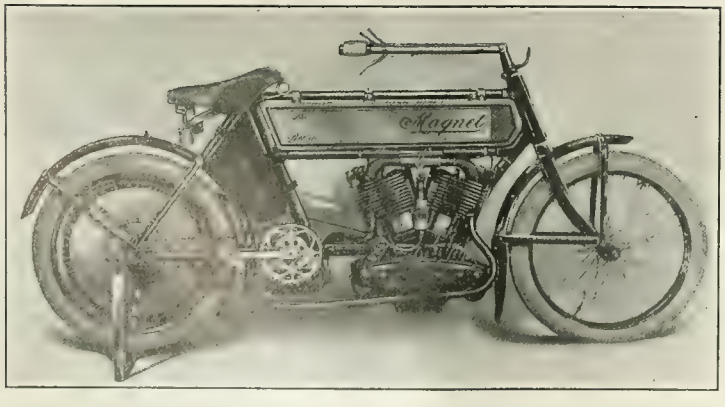


THIEM TWO-SPEED GEAR

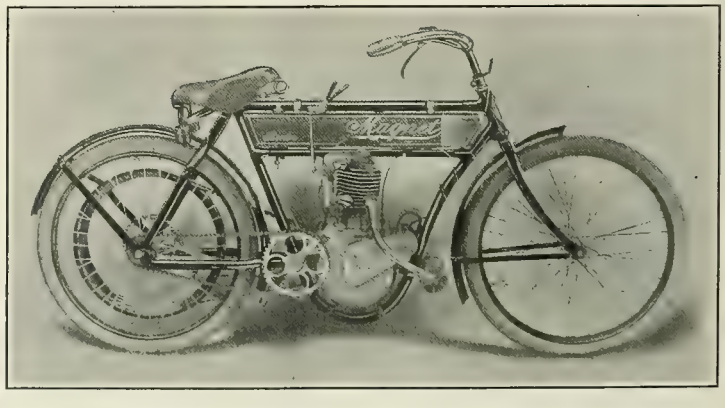
has the effect of bringing the axle to a standstill. When the pinions which mesh with the gear on its left end, are caused to rotate around it, their motion, in turn, is communicated to the hub, precisely in the same way as when the motor is being started by means of the hand crank. In that case, the wheel being fixed, the movement of the axle causes the motor to turn. In this case, the axle being fixed, the movement of the motor compels the wheel to turn. The device is as compact as it is ingenious and "looks good."

Hornecker Motor Mfg. Co., Geneseo, Ill., Torpedo motorcycles: One 5 horsepower twin, 2¾x3¼, $275; one 3 horsepower spring frame single, 2¾x3¼, $250; one 3 horsepower rigid frame single, 2¾x3¼, $225; one 2¾ horsepower single, 2⅝x3¼, $190.

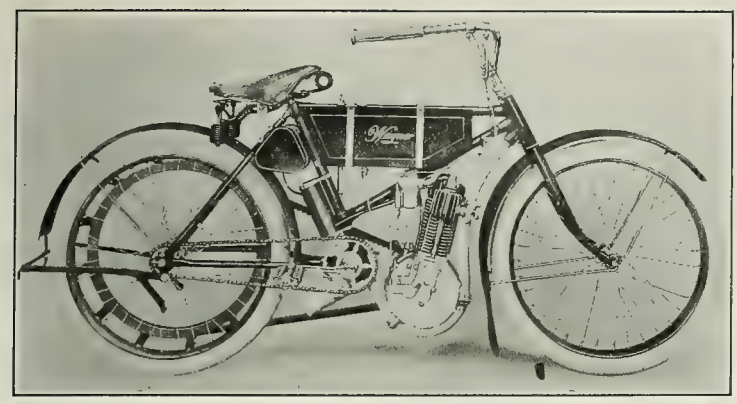
The Torpedo is one of the machines in which the now fashionable double bar loop frame is pointed to, not as a new feature, but as an old one; so far as the Torpedo is concerned, it is about five years old. The principle of the straight plunger spring fork which also has been a characteristic of the Hornecker product, has been carried into the frame, however, and an equally distinctive cushion frame model is the result; it suggests not merely comfort but the manner in which it is braced conveys an impression of strength, which is true also of the extra bracing of the rigid frame twin. In addition to the spring frame the most notable innovations on the Torpedo are an original bar and a new muffler. On the former the ends to which the grips are attached are offset and dropped not unlike the dropped handle bars of the early high wheels; they were so designed to provide a more restful position than is usual and they look as if they will fulfil that mission. The new muffler replaces the double muffler employed last year and differ from the usual in that the spent gas first is exhausted into the larger chamber. Thor motors with chain transmission are employed on all Torpedos and they of course incorporate



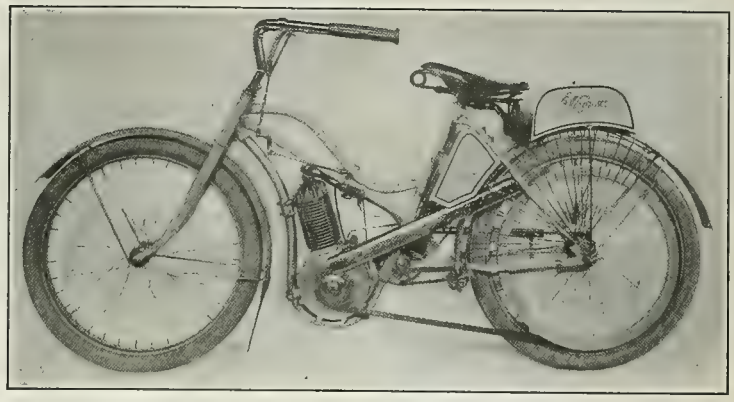
MAGNET 5½ HORSEPOWER TWIN



MAGNET 2¼ HORSEPOWER LIGHTWEIGHT



WAGNER 3½ HORSEPOWER SINGLE



WAGNER LADIES' MODEL

all the 1909 refinements of that famous power producer.

Square compartment tank, containing fuel, oil, battery and coil, force pump lubrication, and 26 inch wheels are other Torpedo characteristics which have been retained. Option of battery or magneto ignition is afforded.

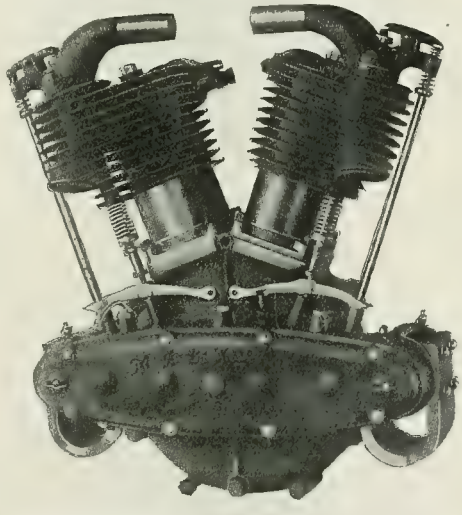
Magnet Motorcycle Co., Chicago., Magnet motorcycles: One 2¼ horsepower single, 70x70 mm., $215; one 3½ horsepower single, 84x82 mm., $260; one 5½ horsepower twin, 70x82 mm., $330.

In several respects, the Magnet, which is made in Germany, differs greatly from any other motorcycle brought from abroad and perforce from any that is produced in this country, but the differences are not such as cause the machine to appear of unconventional build.

With the exception of the 100 pound lightweight model in which the frame is of the full loop type, with double bar, the Magnets employ truss frames with open lower section, mechanical valves, magneto ignition and V belt drive. The frames are what may be termed the triple truss type, the lower bar extending forward from the hanger bracket. Instead of being united with the lower diagonal tube, and forming one continuous truss, the lower bar is broken out at its forward end, into which opening the engine is set, and fastened to the ends of the tubes. In the single model, a vertical strut is placed between the central and lower tubes to give additional strength, and in the twin model these braces are placed between the cylinders and attached to the engine base.

In the power plant, some advanced ideas are to be found. In the single model the engine is carried vertically in the frame and set very low. Mechanical valves are used, the inlet being operated by an overhead rocker arm. The exhaust valve guide is separated from the cylinder proper, allowing the air to circulate around it to aid in cooling and both valves are ingeniously operated by cams actuated by the magneto driving gears.

Fixed ignition is probably the most striking feature of the Magnet. It is constituted of a low tension magneto carried inverted at the rear of the engine and driven by enclosed gears. Instead of the usual spark plug, make and break system is employed. This consists of a plate which is bolted to an opening in the cylinder, leading to the combustion chamber. On the plate is mounted a fixed electrode which is insulated, and extends into the cylinder. There is also a movable electrode, which carries on its inner end a hammer, and a fixed magnet. When the current from the magnet reaches the fixed electrode, it passes to the magnet



MAGNET MOTOR WITH TWO MAGNETOS

which is fixed, and which attracts the hammer; this has a contact point that touches a similar point on the fixed electrode. Directly the armature leaves the pole pieces the magnetic attraction is broken and a spring causes the hammer to drop and a spark to occur, which, of course ignites the charge. The speed is controlled entirely by the throttle. Gas is supplied by a B. & B. carburetter which is controlled from the handle bar. No automatic air valves are used, hand regulation being relied on to secure a proper adjustment for varying conditions. Splash lubrication is used, oil being fed to the engine by a force pump. Power is transmitted by a 1⅛-inch oak leather V belt, with an option of a 1-inch Shamrock-Gloria rubber V belt, no idler being used. A unit tank, made of brass, with separate compartments carries the oil and gasolene. It is mounted between the upper frame tubes. The shutoff valve is contained in the tank, and a float shows the amount of gasolene on hand. The oil pump is enclosed in the tank. The rear wheel band brake is operated by back-pedaling. The wheel base is 56 inches, and either 24 or 26-inch wheels are supplied. Wide mudguards are fitted, the rear guard being hinged to permit quick tire repairs.

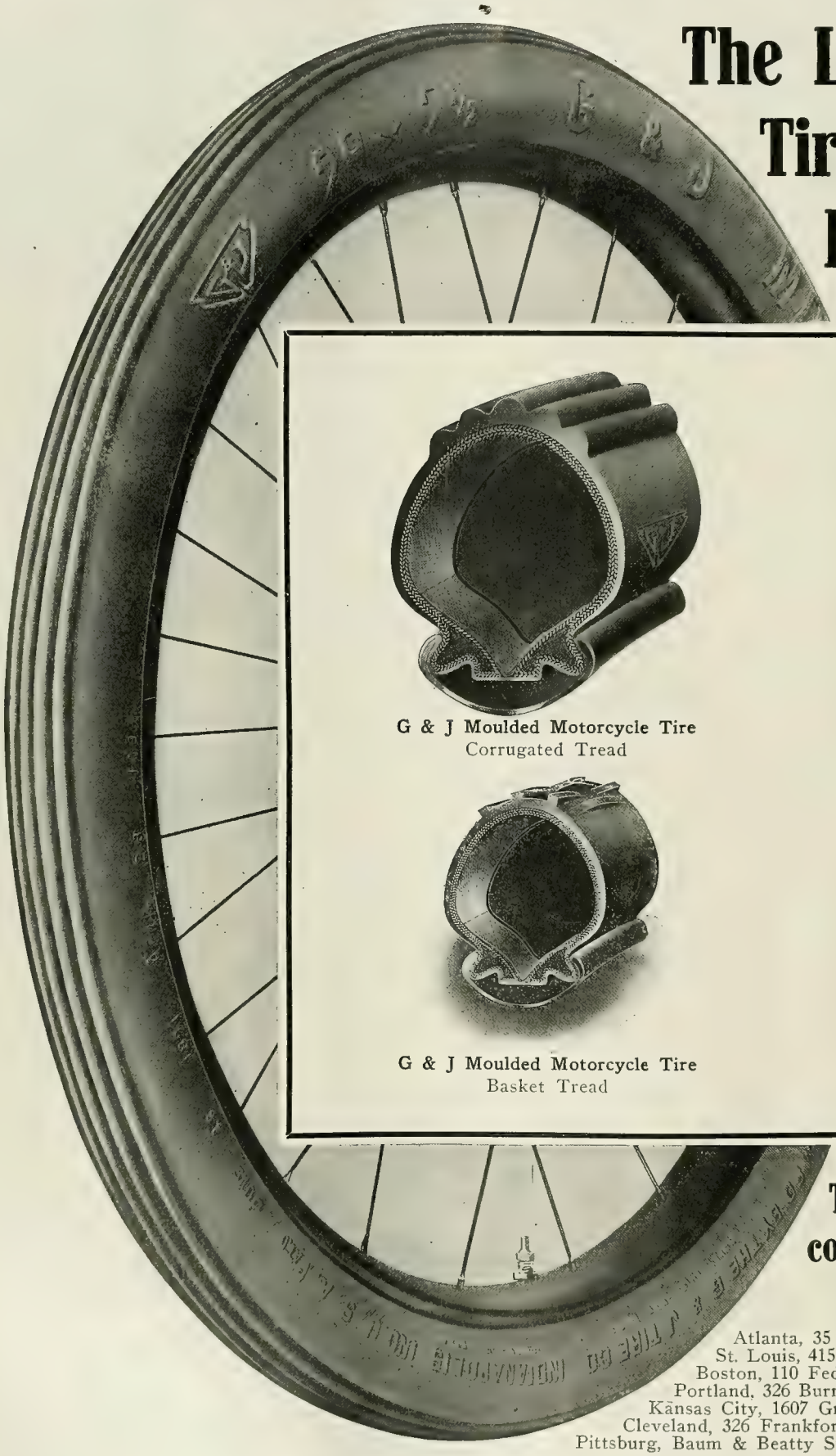
The twin model, aside from the engine, is of the same general construction and design as the single cylinder machine. In the 60 degrees engine cylinders and heads are integral and have mechanical inlet valves, which are driven by the magneto drive gears. The most striking feature of the whole machine is the use of two low tension magnetos, one for each cylinder. They are mounted inverted at the front and rear of the engine case and driven by enclosed gears. The makers claim for this system the advantage of slow speed without misfiring, which they maintain cannot be obtained with a single magneto owing to its limited range. Double switches are fitted for testing the cylinder separately. Fixed ignition, as in the case of the single model, is employed. Brooks and Mesinger saddles are supplied and two seatposts are furnished, one with forward and one with rear extension, to give a wide range of position. Spring forks, friction clutch and two speed gears, and footrests are offered as extras.

What is termed a "self-starting stand" is fitted, which allows the engine to be jacked up, and by depressing a lever, swings up and permits the machine to start from a standstill.

Wagner Motorcycle Co., St. Paul, Minn., Wagner motorcycles: One 3½ horsepower single, 3¼x3¼, $200; one 3½ horsepower ladies' single, 3¼x3¼, $210.

Not a double bar loop frame, but "the only diamond loop frame" is the way the frame situation is summarized by the Wagner people. The diamond loop is not new however, as it has distinguished the Wagner product for some eight years, and save that a lower saddle position has been obtained by placing the battery box under the rear stays and that larger mudguards and a 7-16-inch knockout front axle is now

The Largest and Be
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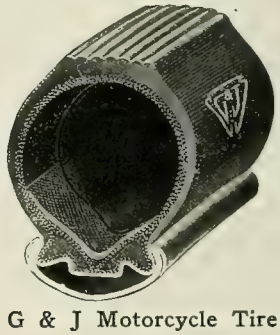


G & J Moulded Motorcycle Tire
Corrugated Tread



G & J Moulded Motorcycle Tire
Bailey Tread

G & J Moulded Motorcycle Tire
Basket Tread



G & J Motorcycle Tire
Raised Tread

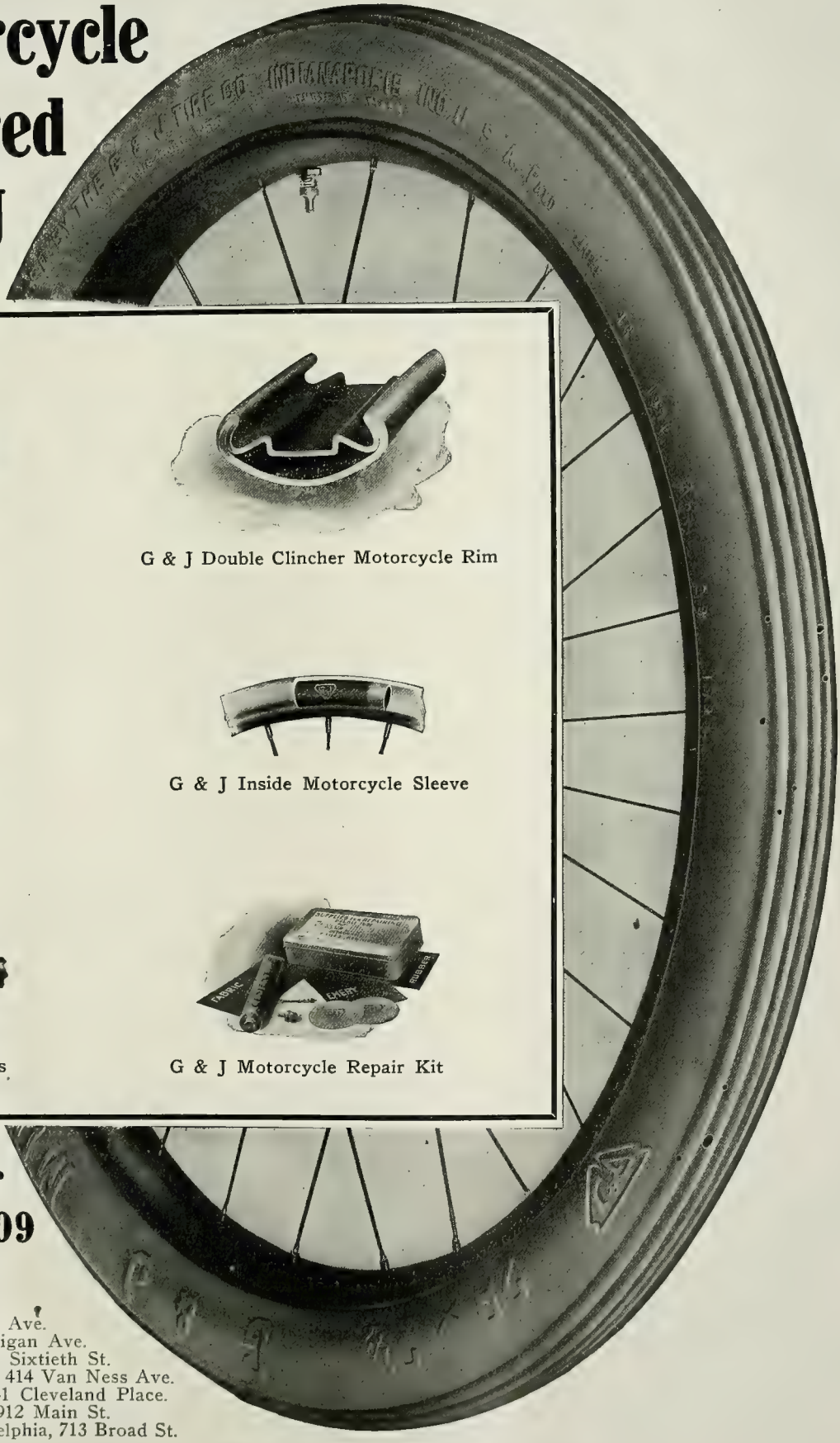
**The above is not all. Send
complete line of Motorcycle**

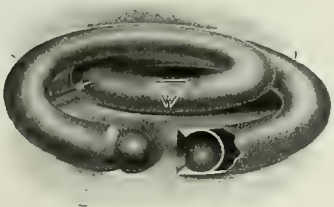
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G&J
Indiana

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Minneapolis,
Omaha, 160

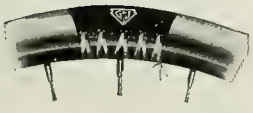
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The Largest and Best Line of Motorcycle Tires and Accessories Manufactured

If you want the Best, Specify G & J



G & J Moulded Motorcycle Tire
Corrugated Tread



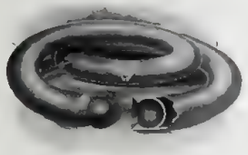
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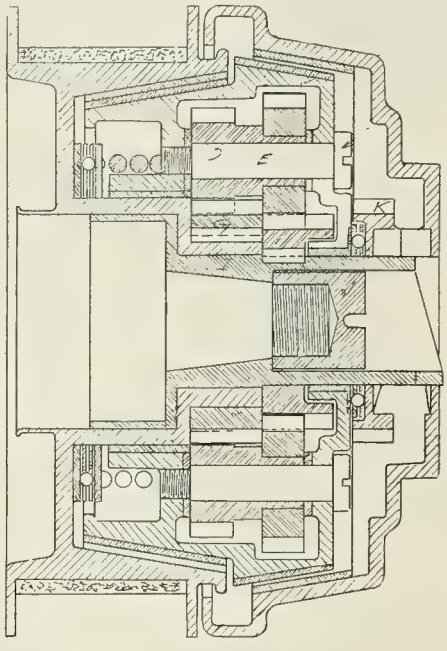
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employed, it differs in nowise from the previous frame; the wheel base remains 53½ inches. The motor, however, has been enlarged and made more powerful and has been refined in several details. Valves are larger, bearings are wider, the exhaust lift mechanism has been improved and the piston employs but two rings instead of three as heretofore. The spent gas exhausts through the loop frame into a large muffler of the expansion chamber type, the cut-out being provided in the looped tube itself thus permitting the dead gas to escape before reaching the muffler when it is desired so to do. The mixer previously used has been replaced by a Breeze carburetter and the small leather belt, which so long has been the wonder of many, finally has given way to a ⅞-inch rubber V-belt; the sight feed oil cup likewise has been retired in favor of force pump. The last lever also has been banished from the Wagner, full double grip control having been adopted, the right grip controlling the throttle and the left one the spark and exhaust lift. Handle bars are longer and mudguards are wider, the rear one, like the stand, which latter comprises a part of the regular equipment, being attached to lugs on the fork ends, permitting the rear wheel to be removed without interference. The tanks are larger and of new design, and although separate and distinct, are held together by bands which bring their weight on the top bar; the gasolene tank is internally trussed to increase its stiffness and is provided with a needle valve shut-off and a sediment trap combined.

The Lewis two-speed gear which is made by the Rex Tool & Mfg. Co., Chicago, and which is shown in connection with the Harley-Davidson exhibit, is a novel adaptation of the planetary principle, in which leather faced cone clutches are used for engaging both high and low speeds. The device is adapted to be fitted over the end of the crank shaft, replacing the ordinary driving pulley, and leaving the driving pulley of the two-speed arrangement in practically the same alignment as the old pulley. As shown by the sectional illustration, the gear comprises an outer casing, which forms a dust proof and oil-tight container for the gears; an inner member, which serves as a driving pulley for the belt, and an internal gear carrier, which is so contrived that it may be moved in and out within the outer casing, whereby either of two cone clutches may be engaged to secure the high or low speed drives.

When the gear carrier is moved inwardly, or toward the engine, a male cone on its outer surface engages a corresponding female surface on the inside of the driving pulley, thus affording the high speed, or direct drive relation, since the pinions comprising the planetary movement are engaged with both the carrier and the driving part. The result is that all parts of the gear are locked together and rotate as a single piece When the pressure on the lever which brings this about, is released, the tension of a coil spring mounted within the device, forces the carrier over so that the cones are disengaged, and the free engine relation is secured.

While in the free engine position, a series of stepped pinions which are mounted on studs set in the carrier are engaged respectively with teeth which are cut on a sleeve fitting over the end of the crank shaft, and with a central pinion which is cut in the boss of the driving member or pulley. As the two faces of the pinions are of different diameter, the effect of turning



LEWIS TWO-SPEED GEAR

the crank shaft when the pulley is at rest is to cause the pinion carrier to rotate. When this carrier is permitted to be forced further to the right by the spring, a second cone on its outer face is brought into contact with a corresponding cone on the interior of the outer housing.

The effect of this is to check the rotation of the pinion carrier, as a result of which the pinions are compelled to revolve about their axes which are held stationary. In consequence, the rotation of the crank shaft causes the pinions to rotate; which, in turn, drives the pulley, but at slower speed than the engine, owing to the difference in diameter of the two steps of the pinions. This gives the low speed relation which, in this particular instance is geared in the ratio of two to one.

The full list of those comprising the motorcycle section is as follows:

American Motor Co., Brockton, Mass.—Five M-M motorcycles: Two singles, two twins and one single side car.

Armac Motor Co., Chicago, Ill.—Three Armac motorcycles: Two singles and one twin.

Aurora Automatic Machinery Co., Aurora, Ill.—Six Thor motorcycles: Four singles and two twins.

Auto-Bi Co., The, Buffalo, N. Y.—Two Greyhound motorcycles: Both singles.

Consolidated Mfg. Co., Toledo, Ohio—Two Yale motorcycles: Both singles.

Excelsior Supply Co., Chicago, Ill.—Four Excelsior motorcycles: All singles.

Harley-Davidson Motor Co., Milwaukee, Wis.—Three Harley-Davidson motorcycles: Two singles and one twin.

Hendee Mfg. Co., Springfield, Mass.—Nine Indian motorcycles: Five singles and four twins.

Hornecker Mfg. Co., Genesee, Ill.—Four Torpedo motorcycles: Three singles and one twin.

Magnet Motor Co., Chicago, Ill.—Three Magnet motorcycles: Two singles and one twin.

Merkel-Light Motor Co., Pottstown, Pa.—Three Merkels, two singles and one twin; three Lights, all singles.

Minneapolis Motorcycle Co., Minneapolis, Minn.—Two Minneapolis two-speed motorcycles: Both singles.

New Era Gas Engine Co., Dayton, Ohio—One New Era motorcycle: Single cylinder.

N. S. U. Motor Co., New York City—Six N. S. U. motorcycles: Three singles, two twins and one twin side car.

Ovington Motor Co., New York City—Two F. N. motorcycles: One single and one four.

Pierce Cycle Co., Buffalo, N. Y.—Two Pierce motorcycles: Both fours.

Reading Standard Co., Reading, Pa.—Eight R-S motorcycles: Four singles, two twins, one twin tri-car and one single delivery van.

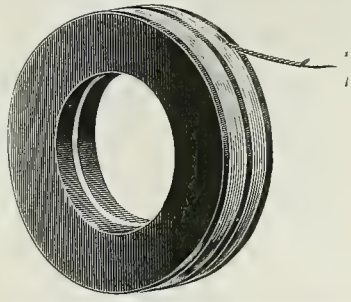
Thiem Mfg. Co., Minneapolis, Minn.—Four Thiem motorcycles: Three singles and one twin.

Wagner Motorcycle Co., St. Paul, Minn.—Two Wagner motorcycles: Both singles.

Included in the motorcycle section of the Chicago show there are no special displays of motorcycle accessories, as was the case in New York, but in other departments of the exhibition are most of the tires and other sundries that were staged in the East. G & J and Morgan & Wright and Empire tires are there as a matter of course, and in the Empire booth the first American-made rubber belt is being shown for the first time. Solar lamps, Bosch magnetos, Splitdorf, Connecticut and Pittsfield coils and plugs, and Starite plugs, likewise are there; so, too, are Whitney and Diamond chains, Sager spring forks and Jones and Warner speedometers. In their display of automobile sundries, the Excelsior Supply Co. include a number of motorcycle supplies and "on the side," the Ovington Motor Co. is showing a veriety of imported specialties; but about the only thing of interest not seen in New York, and which is exhibited in Chicago is the Pfanstiehl coil—the one sold under a five years guarantee. In appearance, it differs not at all from other spark coils, but its "insides" are ridically different from those of the so-called standard types of coil.

Insulation is one of the most troublesome factors to be subserved in coil construction. As is well known to the average user, the secondary or sparking current frequently will jump through even the most highly resistant insulating medium, so that the most effective means of guarding against short-circuiting, is that of isolating, or separating the conductors as far as possible from one another. In the construction of the ordinary coil, this is impossible. The different turns of the windings are laid one upon another like the layers of thread in a spool of cotton. They are insulated from each other in the most efficient manner known to the electrician, but the distance between the successive layers still is very small. On this account the liability of breakdown from an excess of current still is very great.

In the Pfanstiehl coils, the primary windings are of the spool pattern as in the common type of coil, and with the core, are so constructed that they may be slipped into the hollow cylinder which is formed



WINDING OF PFANSTIEHL COIL

by the secondary. The latter, instead of being wound in the usual way, however, is formed of a series of very small "units," each consisting of a short rubber spool on which a small section of the secondary winding is placed, one half of the wire being wound oppositely to the other half in order to prevent what is known to electricians as "self-induction." A number of these sectional units placed end to end, forms the complete secondary, and are connected in series with each other. The particular advantage of the arrangement is found in the circumstances that where with the spool type of winding the opposite ends of the coil are separated by only a very small distance from one another, in the method in question they are separated by a distance corresponding to the length of the coil, or very nearly so. The distance between the points of highest and lowest potential thus forms an isolation for the conductors which is far more effective than any method of insulation possibly could be.

CORRESPONDENCE

Possible Causes of Lost Power.

Editor of the Bicycling World:

I have a 1908 model Indian, with magneto ignition, 3½ horsepower, that does not develop the power that it used to, or should develop. The machine had been run about 700 miles and gave excellent service at first.

The spark is strong and regular, the carburetter is all right and the gas gets to the explosion chamber, the valves all seem to work correctly, but for some reason that I cannot account for it does not develop the power. When first starting out it runs fine and has plenty of power, but after running five or ten minutes begins to lose and will gradually almost stop. It seems to get quite hot, and thinking it might be carbonized, I made a tool that was described in a recent issue of your paper and scraped the piston head, but it does not improve it. The platinum points are clean and work well also. Would appreciate any suggestions that you may offer.

X. Y. Z., Arizona.

[The symptoms strongly suggest nothing more serious than a clogged muffler. Try the engine with muffler detached, and if all then is well, scald the muffler in lye for about an hour. If no relief is obtained, weak valve springs constitute the next most probable cause. They may be "burnt out" and yet have sufficient life while cold. Test them while hot with the engine running, using a screw driver as described in Care and Repair of Motorcycles.]

Wants the New Models Earlier.

Editor of the Bicycling World:

Why should the manufacturers of motorcycles wholly disregard the interests of the dealers and leave them unable to make sales of machines for four months of the year? The conditions seem unnecessary. It is a well known fact that with few exceptions the motorcycle dealer has a hard time to make both ends meet, owing to the active selling season lasting but about four months, followed by four months of an indifferent business, and then four months of no sales, while the expenses of keeping up his establishment and his own time is constant. The wave of popularity is not yet of the size for the average dealer to do business enough in the four active months to support him for the balance of the year, or even the four winter months. If he has enough machines out to provide repair work to meet his bare expenses throughout the winter, he is fortunate indeed.

It was my own experience last fall that '09 models could have been sold in October if they could have been delivered. Several customers wanted machines for the late fall riding, but it was too late to buy the passing model and we could not get the new one. Some of these changed their minds before spring and bought automobiles. It is never wise to give a ready customer time to change his mind. The dealer always should be in a position to sell when a purchaser wants to buy.

Today most of the new models of automobiles are being delivered in September and October of the previous year, and sales continue through the winter. Why should not the same condition exist with motorcycles, when the ultimate sales would certainly be greater? At least one maker has seen this advantage and profited by it.

W. F. MANN, Boston, Mass.

Picturesque Tour for a Day.

Editor of the Bicycling World:

Now that the time is drawing near for cyclists to resume riding, and for the new ones to start in, I think it would be of considerable interest and benefit to Bicycling World readers to have those who have enjoyed pleasant trips awheel, to relate the pleasing instances and give the route, if possible, in a concise form. I am sure there are a great many riders who would journey into the country much more than they do, if they but knew the pleasant outings and the way to go.

One of the pleasantest trips I ever enjoyed was one of about 25 miles duration, going up the Jersey shore as far as Alpine, crossing over the Hudson to Yonkers and thence home, via Jerome, St. Nicholas and Fifth avenues.

A friend and I, with lunch strapped to the handle bars, left Sixty-eighth street about 7 a. m., and proceeded to Fort Lee. It was quite a hill to go up, but it was worth while. We then took the main roads, starting via Palisade avenue, which landed us in Englewood, after passing through Linwood, Leonia, Teaneck and a few other small towns. If you don't know the roads, ask your way, and you'll generally find that everything will turn out all right.

We continued through Highwood, Tenafly, Cresskill and Demarest, from the latter place going east and up a hill of about half a mile, into the town of Alpine. We did not linger here, however, but kept on until we reached the Boulevard, a road which runs parallel to the Hudson, and then went north until we had come to a bluff which is reached by going along the first

COMING EVENTS

February 20, Buffalo, N. Y.—74th Regiment Athletic Association's bicycle races and games.

March 6-13, Boston, Mass.—Motorcycle section, Boston Automobile Dealers' Association's show in Mechanics Building.

April 25, Brooklyn, N. Y.—Eastern Division Century Road Club Association's annual spring century run; open.

May 23, Springfield, Ill.—Capitol City Cycling Club's 12 miles handicap road race.

crossroad after passing what is known as the Alpine Ferry road. This road is easily distinguished, as it is the only one for quite a distance around that leads to the foot of the palisades on the Hudson side. On a clear day one can look from this bluff over New York and see the Sound, and, if their eyes are keen enough, the Metropolitan Life Insurance building—quite a range, considering that it is two miles above Yonkers.

When out on the bluff, we made a fire, fixed some cocoa (a thing that I always carry when I take my lunch), and enjoyed a luncheon that would have satisfied the President. After fulfilling the order for "coal" that was demanded by our internal furnaces, we indulged in a game of cards, and it was as pleasant a pastime as one would want, with commingling thoughts of the joys of a wheel, the game and the cool refreshing breeze sweeping over from the woods that are on either side of the road, and the beautiful scenery of the Hudson and the birdseye view of New York that can be had from no other place. There is an expanse of scenery, in every direction, scenery worth looking at—the land that many travelers go a long distance to view.

Instead of returning home the way we came, we retraced our "steps" as far as the Alpine Ferry road and went down to the small boat that is used to ferry the few people that care to go to Yonkers. If any one takes this trip, follow the advice of one who knows, and don't try to ride or coast down this hill, no matter how good a brake you may have. It has five turns in it, and my friend and I thought we'd try our wheels going down, but, after negotiating three of the turns, we lost complete control of our machines and had we not thrown ourselves when we did, we most undoubtedly would have taken a roll down the "hill," and remained there.

After reaching Yonkers we sent the usual postal cards that are expected of us, and then continued homeward, going along Yonkers avenue to Empire City track, down Jerome avenue, and thence home, vit Eighth, St. Nicholas and Fifth avenues.

WALTER G. TRILBY, New York.

Boston Fire Causes Hurry-up Order.

The fire which destroyed the Park Square Coliseum at Boston two weeks ago, and in which the riders lost all their bicycles and racing paraphernalia, gave the Pope Mfg. Co. a hurryup order. Cameron, MacLean, Anderson, Vanoni the Bedell brothers, De Mara, Bardgett and Collins had to have their Columbias replaced, while Walker, Devonovitch and Hill also placed orders for Columbias. The machines had to be delivered in Kansas City this week.

Riverside Motorcycle Meet Postponed.

It is not often that race meets are called off a month before the scheduled date in anticipation of unfavorable weather, but it is the case with the Riverside (Cal.) Motorcycle Club's meet that was set for Washington's birthday, the 22d inst. Southern California is having a rainy season now and in expectation of a muddy track on the 22d the meet has been postponed until some time during March, when the rains will be over.

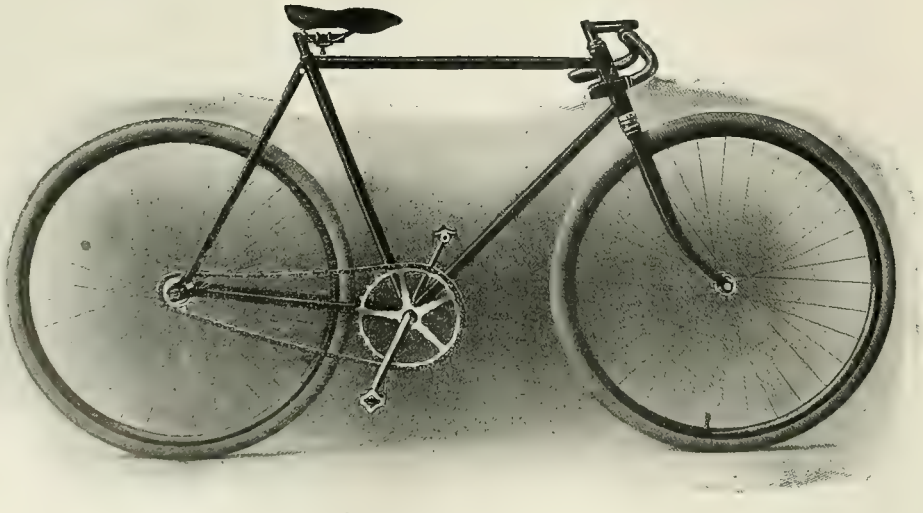
Young Thieves Quarrel and are Arrested.

Thirteen is an unlucky age at which to steal bicycles from a police captain. That is the opinion now of Charles Wood, Edward Cavanaugh and Francis McKay, each thirteen years old and all living at 510 West 126th street, New York City. Three bicycles belonging to Captain Louis Kruscher, of the West 152d street station, were taken from a storeroom in West 150th street last night, Friday. They were found two hours later by policemen, who heard the boys quarreling over them, and who promptly gathered in the kids.

More Motorcycle Cops for Minneapolis.

The Minneapolis police force will be increased by the addition of four motorcycle officers in the immediate future. Chief Corriston told the police committee last week that four motorcycle officers would be of great value in answering hurry-up calls, and he was empowered to purchase four Thor machines at a total cost of $900. Dallas, Texas, also is making ready to mount two cops on motorcycles.

Don't Stand In Your Own Light



WHEN you see an opportunity, grasp it. Don't permit yourself to be "anchored." The man who stands still never will advance. In our agency proposition, we offer an opportunity for every bicycle dealer—an opportunity to advance and to make money while advancing. Will you afford us a chance to submit it to you?

Great Western Mfg. Company, Laporte, Ind.

AMERICANS ENLIVEN PARIS RACES

Macfarland and Clarke Cut Out Hot Work for the Foreign Cracks—Butler and Parent Playing See-Saw.

Although they were defeated in the Prix des Etats-Unis, which is French for Prize of United States, at Paris on Sunday, 31st ult., Floyd A. Macfarland and A. J. Clarke put up a mighty good fight. The event was a team race on the American plan, the distance being 3,000 metres (1.86 miles), and sixteen teams were invited to compete. Delage and Carapezzi won the first heat and Dupre and Heller qualified in the second heat. The third heat went to Clarke and Macfarland, while Poulain and Rettich got into the final heat by winning the fourth preliminary.

The final heat developed into a jockeying race, with Macfarland, Heller, Rettich and Carapezzi playing a game of tactics for their respective team mates. The real battle of speed did not take place until the last lap, which began with Dupre leading on the pole, Clarke even with him on the outside and Poulain close behind. The riders were then traveling at great speed when Poulain jumped off the turn into the back stretch and passed Clarke and Dupre. The latter two had plenty of reserve speed, however, and they sprinted after the former world's champion. Dupre, Clarke and Poulain entered the homestretch neck and neck and the battle to the tape was one of the most superb fights ever witnessed on the velodrome d'Hiver. Dupre beat Clarke by six inches and Poulain finished about one inch behind the little Australian.

Macfarland was matched against Marcel Berthet for the pursuit brassard, which has been held by the latter all season, despite numerous attempts to wrest it from him. As Macfarland is at his best in pursuit races he was looked upon as the one rider capable of lowering the colors of Berthet, and though he rode good he was overhauled and passed by Berthet at 6 kilometres 600 (4.1 miles) the time being 8:47⅕.

Nat Butler, the veteran American pace-follower, and Parent, the French champion, apparently are playing a game of see-saw with each other. At the beginning of the season Butler defeated Parent but lost the scalp he had taken a few weeks later. In their next race Butler triumphed over Parent but at the last meet again was defeated. The distance was 60 kilometres (37⅕ miles) and the contenders Seres, Butler, Parent and Contenet.

As usual Butler made a slow start and at the 10th kilometre was in third position, being preceded by Parent and Contenet in the order named. The American developed cannon-ball speed soon after, however, and after a running fight in which Seres was lapped, he succeeded in passing Contenet. Parent maintained a grinding pace in front and passed Contenet and Seres. The two Frenchmen, after being lapped by Parent, were determined to fight Butler off when the American came up from behind. There was no withstanding the rush of the American, however, and amid great enthusiasm he circled Contenet and Seres. Butler's motor suddenly developed misfiring and before the pacemaker could remedy it Parent had lapped Butler twice and Contenet once. Butler rode like a fiend in the last half of the race and although he lapped Seres and Contenet several times he was unable to make any advance upon Parent and the race finished with Parent leading Butler by 2½ laps in 44:56⅗.



Motorcycling Sleuths Catch a Thief.

There is an old proverb which runs "Set a thief to catch a thief." If the thief is mounted on a motorcycle the best was to catch him is to mount detectives on motorcycles and set them after him. That was demonstrated last week when agents of the Blair Detective Agency caught John Hayworth, alleged to have stolen a motorcycle. Hayworth is charged with having contracted to purchase a motorcycle under an assumed name. Failing to return with the machine detectives were set on his trail, and they wisely considered the best way to trace the young man would be upon motorcycles. The detectives were given machines similar to the one ridden by Hayworth and after chasing him from city to city finally landed their man.

Young Bryan Becomes a Motorcyclist.

While one of the younger Roosevelt boys rides a bicycle, none of his brothers nor has the elder Taft boy shown any inclination toward motorcycling. In the Bryan family, however, the motorcycle has gained a notable convert in the person of William J., Jr., who just has placed his order for a twin Thor with magneto ignition.

WALTHOUR AGAIN TROUNCES WILLS

Three Mile Heat a Battle Royal, but Ten Mile Heat a Runaway—Lawson Wins Fast Motorcycle Contest.

Despite inclement weather fully 1,500 people turned out to witness Robert J. Walthour administer another trouncing to Albert Edward Wills at the St. Nicholas Coliseum, Atlanta, Ga., on Friday night of last week, 5th inst., and if there was any one in the crowd who was under the impression that the Walthour of today is not so good as the Walthour of several years ago, that impression must have been dispelled by the race, for the Atlantan rode consistently from start to finish in both heats.

The Walthour-Wills match consisted of two heats, at distances of three and ten miles, and Walthour triumphed over the Englishman in each instance. In the three mile heat the battle was close until the last mile when Walthour gradually pulled ahead and won by a half lap. In the early part of the 10 miles heat Wills lost his pace and before he could pick it up again Walthour lapped him three times. Not content with this Walthour tacked on three more laps before the finish, winning the heat by 6¼ laps. Once Walthour was shaken off his roller but picked up the pace before a quarter lap had been covered. Gus Lawson paced Walthour and Charles Turville was in front for Wills.

If the track measures accurately 12 laps to the mile, and if the timing was correct, and he did not nullify it and invite trouble by failing to secure F. A. M. sanction, Gus Lawson broke the American motorcycle record for two miles in competition. Lawson and Turville announced that they were going to try and break Derosier's record of 2:05 for the distance and despite the fact that Lawson simply toyed with Turville and did not let his motor out to its fullest capacity the time was announced as 2:03⅗, which, however, will stand inquiry.

The only other event was a mile scratch for the "simon pures," which Noon Hudson won easily after two preliminary heats and a final. Travis was second and Brokaw third. The summaries:

Motorpaced match between Robert J. Walthour, Atlanta, Ga., and Albert Edward Wills, England—First heat (three miles), won by Walthour. Time, 5:08. Second heat (ten miles) and match won by Walthour. Time, 17:34⅖.

One mile scratch, amateur—First heat won by Brokaw; second, Travis; third, Prinup. Time, 2:47⅘. Second heat won by Noon Hudson; second, Burns. Time, 2:59. Final heat won by Hudson; second, Travis; third, Brokaw. Time, 2:57⅖.

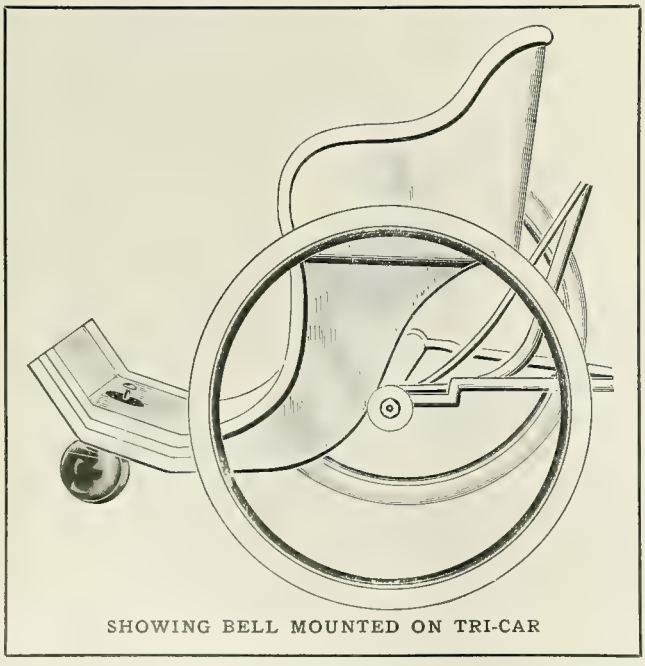
Two miles motorcycle, professional—Won by Gus Lawson, Buffalo, N. Y.; second, Charles Turville, Philadelphia. Time, 2:03⅗ (American record).

NEW DEPARTURE

Cathedral Chime Tri-Car Alarm Bell



NO. 44—4-IN. TRI-CAR BELL.



SHOWING BELL MOUNTED ON TRI-CAR

Here is the Bell Tri-Car owners want—have asked for.

A slight push of the foot plunger in the floor of the tri-car produces a continuous ringing, loud, penetrating and distinctive chime alarm.

The tone is decidedly musical and pleasing.

The Bell is handsomely finished in heavy nickel plate. It adds to the appearance of the car—is never in the way.

Gong is four inches in diameter and made of special bell metal.

Mechanism is ideal for simplicity and durability.

New Departure Standard Quality throughout.

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THE NEW DEPARTURE MANUFACTURING CO., Bristol, Conn.

ROOT-FOGLER WIN IN HOT FINISH

Wonderful Sprint Lands Melrose Man First in Kansas City Grind—Mitten Gives Kramer a Close Call.

	Miles.	Laps.
1—Root-Fogler	1,130	3
2—Kramer-Moran	1,130	3
3—Mitten-Bardgett	1,130	3
4—DeMara-Hill	1,130	3
5—Palmer-Walker	1,130	3
6—Wiley-Cameron	1,130	2
7—Wilcox-Senhouse	1,004	0
8—Devonovitch-Mackay	902	0

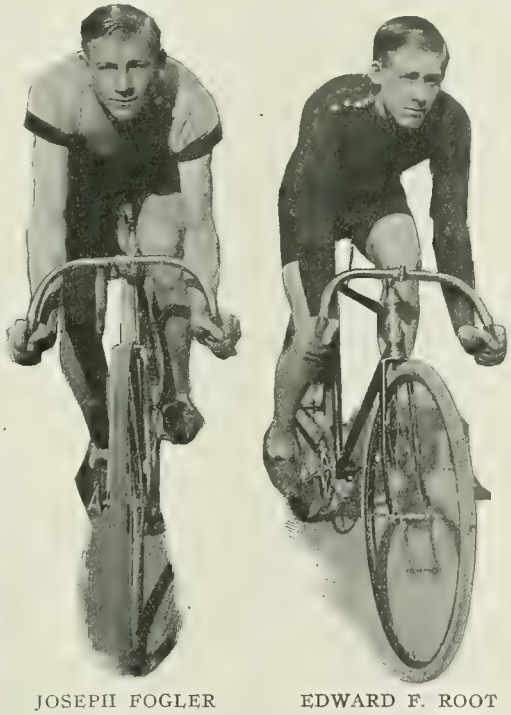
With 6,000 people standing on the benches cheering madly Edward F. Root won the final sprint of the eight hours a day six days race that finished in Convention Hall, Kansas City, Saturday night last 6th inst. Frank L. Kramer was second by a length and one-half and Worth L. Mitten two inches behind Kramer for third place. Walter DeMara and W. Palmer were close up for fourth and fifth positions, respectively.

The finish of the six days race probably was as exciting as any ever held. Although the crowd was not so great as that which witnesses the finish of the annual New York grind for the very good reason that Kansas City could be dropped in almost any corner of Manhattan and lost, the enthusiasm was just as rampant. With five teams tied at the beginning of the last day it was expected that a great effort would be made to break the tie before the final mile and although several attempts were made none was successful.

No sporting event in Kansas City ever drew a greater crowd than that which pushed and shoved its way into spacious Convention Hall almost before the supper dishes were cleared away. Kramer was the ruling favorite with local bettors, although the excellent team of Root and Fogler—the "Little Old New York" team that has so many times turned the trick—had many supporters. It was expected the real issue would be between these two teams and their supporters backed them heavily. During the day Fogler had borne the brunt of the work for his team, as had Moran, and with Kramer, Root, DeMara, Mitten and Walker all fresh the Kansas City "fans" were not disappointed in their expectation of seeing a great finish. There was plenty of Kramer and Moran money at odds of 8 to 5 before the final mile began but there were enough Root and Fogler takers to cover it.

A buzz of expectation went through the big hall at 10:30 o'clock when the team of Cameron and Wiley—one lap behind—was called from the track, leaving Kramer, Root, DeMara, Mitten and Walker upon the track. It was indeed a pretty sight as the five men slowly circled the 12-lap yellow saucer preparatory to the start of the last 12 laps. Root was attired in a purple and blue silk jersey, Kramer in red and black, little Mitten in black and white longitudinal stripes, DeMara in white with black neck and sleeves and Palmer, the game Australian, in crow black.

At the instant promoter Chapman fired the pistol 6,000 noisy spectators jumped to their feet and began to cheer the favorites. The greatest volume of cheers were for Kramer, but the Root supporters were able to make themselves heard above the din. Root took the lead at the start, with Kramer on his rear wheel, followed by Mitten, and with DeMara and Palmer on the outside. The smoke from the starting pistol had scarcely cleared away before Root began his long sprint. Kramer's "rooters" took heart at this for they thought Root could not maintain his sprint until the end and that it would be a cinch for Kramer to uncork his winning jump at the right moment. But they were doomed to disappointment.



JOSEPH FOGLER EDWARD F. ROOT

Root sprinted as never before while DeMara was trying so hard to get by Kramer on the outside that the champion could not extricate himself from the pocket. Kramer made a great effort to overhaul Root but the latter was about ten yards ahead and was never in danger. After fighting Kramer for several laps DeMara was forced to drop back while Mitten tried to give battle to the East Orangeman in the last lap. He got alongside Kramer as Root flashed across the tape a length and one-half the victor. DeMara and Palmer were close up for fourth and fifth. The next day one-half of the 6,000 Kansas City "fans" borrowed from the other half.

The last hour of the race was notable for the effort made by Cameron to regain the lost lap for his team and thus place himself and Wiley upon even terms with the leaders. Following a succession of small sprints Cameron let go a jump at 10:15 that had the bunch figuratively on its ear for a time. Cameron succeeded in opening a gap of a half lap but Wiley was slow in coming on the track and before he could relieve Cameron the field closed the gap. Wilcox and Senhouse tried hard all afternoon to regain their lost laps but found it impossible and retired at 7 o'clock.

During the 48 hours of actual riding the teams covered 1,130 miles 3 laps, exceeding the distance of last year by 133 miles.

The detailed story of the race from Wednesday to Friday, which was but briefly summarized in last week's Bicycling World, is as follows:

Score Wednesday, third day—Kramer-Moran, 565.9; Bardgett-Mitten, 565.9; Fogler-Root, 565.9; DeMara-Hill, 565.9; Walker-Palmer, 565.9; Cameron-Wiley, 565.9; Devonovitch-Mackay, 565.8; Wilcox-Senhouse, 565.7.

Joe Fogler, of Brooklyn, is one of the wonders of the bicycle racing world. After doing his share of plugging and sprinting for eight hours on Wednesday Fogler won the final sprint of the evening in a hard finish and then treated the spectators to a mile exhibition behind pace. "Jimmy" Hunter paced Fogler for the 12 laps in 1:40, fast time for a 12 lap track.

Wednesday's race resolved itself into a succession of sprints, notable attempts being made to gain laps by Root, Fogler, Bardgett and DeMara. Wilcox and Senhouse tried many times to place themselves even with the field but they also were unsuccessful. The afternoon audience made up in enthusiasm what it lacked in numbers, but in the evening 3,500 enthusiasts turned out. In a big sprint, started by Root at 9 o'clock, and which lasted nearly 15 minutes, the enthusiasm of the crowd reached its highest point and ample evidence that the Kansas City "bugs" are really enthusiastic over bicycle racing was given.

Several side attractions were offered during the day. "Jimmy" Hunter rode a two miles exhibition on a motorcycle in 3:20 and Walter Lindle went half the distance in 1:17. C. O. Schutte won the mile amateur race in the evening, covering the distance in 2:19. W. Perkins was second and S. Lawrence third. Fred Hill defeated Hunter in a three miles motorcycle match in 4:17, while Fogler rode a mile behind pace, as before stated.

Score Thursday, fourth day—Kramer-Moran, 751.5; Bardgett-Mitten, 751.5; Fogler-Root, 751.5; DeMara-Hill, 751.5; Walker-Palmer, 751.5; Cameron-Wiley, 751.4; Devonovitch-Mackay, 751.4; Wilcox-Senhouse, 751.3.

At the close of the fourth day the relative standing of the teams remained the same, the five leading teams having traversed 751 miles 5 laps. The riding was at a fairly even grind all day, although punctuated several times by sprints. Twenty miles to the hour was the slowest, while 24 miles was the best.

The biggest sprint of the day started at 9:30 o'clock when the hall was comfortably

filled. Root started the fun and with DeMara on his rear wheel he strung out the riders. Fogler relieved Root and continued the hard pace. Moran slowly dropped behind when Kramer took up the running and closed the gap, thereby saving the team from being lapped. During the melee Wilcox and Senhouse dropped a lap, but regained it when the sprinting stopped, as the field was too tired to go after them.

When the last mile started Mackay was leading, with Hill second, Root third and Kramer fourth. On the eighth lap the pace got too fast for Mackay and he dropped behind. On the next lap Root jumped, with Kramer on, and he kept in front until the last turn of the final lap. Kramer then uncorked a jump that carried him over the line by three feet, Hill being third by a length. The day's mileage was 187 miles 8 laps for the eight hours of actual riding, bringing the total up to 751 miles 5 laps.

Score Friday, fifth day—Kramer-Moran, 933.9; Bardgett-Mitten, 933.9; Fogler-Root, 933.9; DeMara-Hill, 933.9; Walker-Palmer, 933.9; Cameron-Wiley, 933.8; Wilcox-Senhouse, 933.7; Devonovitch-Mackay, 902.9.

The first disagreement of the race occurred Friday night after Cameron had started a sprint. Root was close behind Cameron and when the latter slowed the blonde partner of Fogler went out and did a little fast work on his own account. When the fast pace came to an end Moran was caught between two of the riders and several spokes cut from his rear wheel. Root imagined he had gained a lap and threatened to quit unless it was given to him. The officials couldn't see it that way, however, and Root was not given a lap, but he did not quit.

Dave Mackay quit at 7 o'clock because the only two bicycles he possessed had become damaged and after being off the track some time, Devonovitch, his bewhiskered partner, appeared on the scene and announced that he would continue the race alone. "Whiskers" got the glad hand from the crowd and the field generously allowed him to gain a couple of laps, but before the day's riding had finished the big Russian gallery player had lost more than 30 miles, or 360 laps. The final mile sprint was won by Root. Hill finished second and Moran third.

After the big race was over Joe Fogler and George Wiley rode a two miles paced race, the Brooklynite being returned the victor in 3 minutes 20 seconds. The mile amateur race was won by Schutte, with Hull second and Lawrence third. Charles Kilpatrick, the one-legged trick rider, won a dinner for himself and several friends at the expense of "Rube" Waddell, the eccentric baseball pitcher. Waddell wagered that Kilpatrick could not ride on the steeply banked track without falling, but the one-legged rider turned a quarter mile in fairly good time. Walter Lindle rode a mile motorcycle exhibition in 1:26, while Fred Hill turned 12 laps in 6 seconds less.

BUFFALO SEES FAST SPRINTING

Schudt Wins Exciting Lap Race at 65th Regiment Games—Arenz Makes a Remarkable Ride in Handicap.

Another record-breaking crowd, occupying every available seat and almost every inch of standing place, jammed themselves into the spacious East Side armory of the 65th Regiment, Buffalo, N. Y., Friday night, 5th inst., to witness the bicycle races and other sports that always make the 65th's card a notable one.

Two highly exciting bicycle races—a two miles lap and a two miles handicap—kept the crowd in an uproar all the time they were in progress and Fred Schudt and Edward Arenz won the principal prizes. Schudt took the two miles lap in 4:54 with 57 points while Arenz won the handicap from the 10 yards mark in the remarkably fast time of 4:24.

The two miles lap race consisted of four trial heats and a final, the first in each and the second in the two fastest heats to qualify for the final. Schudt took the first heat with 73 points, the same number being scored by J. M. Tanner in the second heat. The third heat was the closest, as Arenz and Delling fought every inch of the way to the tape, the former winning with 69 points, one point more than was scored by Delling. This was one of the fastest heats, however, and Delling got into the final. The fourth heat also put two men into the final, the qualifants being Joseph Scheider with 65 points and Adam Fischer with 45 points. The final heat was marred by two spills. In the first one J. M. Tanner lost his chance and the second carried everyone with it. Schudt was the quickest to untangle and managed to get away with two more points than Scheider, who finished second, with 55. Fischer was third and Delling fourth.

Edward Arenz, after winning his heat from J. N. Tanner, made a remarkable ride in the final of the two miles handicap. Arenz started from the 10 yards mark and pulled away from the scratch men, who afterwards fell. He overhauled all the others and passed the two longmarkers in the last lap. His time was 4:24, remarkably fast for a flat floor. The summaries:

Two miles lap—First heat won by Fred Schudt, 73 points; second, M. R. Hoctor, 44 points; third, Tony Burke, 37 points. Time, 4:50. Second heat won by J. M. Tanner, 73 points; second, Alfred W. Mercer, 58 points; third, Albert Krushel, 29 points. Time, 2:47. Third heat won by Edward Arenz, 69 points; second, Edward Delling, 68 points. Time, 4:46⅗. Fourth heat won by Joseph Scheider, 65 points; second, Adam Fischer, 45 points; third, R. J. Hoover, 40 points. Time, 4:45. Final heat won by Fred Schudt, 57 points; second, Joseph Scheider, 55 points; third, Edward Delling, 37 points. Time, 4:54.

Two miles handicap—First heat won by Edward P. Young (155); second, Edward Felber (165); third, George Hoctor (190). Time, 4:39⅘. Second heat won by Albert Krushel (150); second, M. R. Hoctor (190); third, Fred Schudt (scratch). Time, 4:40. Third heat won by Edward Arenz (10); second, J. N. Tanner (scratch); third, R. J. Hoover (110). Time, 4:44⅘. Fourth heat won by Adam Fisher (70); second, Robert Schwigler (165); third, Tony Burke (10). Time, 4:44⅘. Final heat won by Arenz; second, Felber; third, Stauber. Time, 4:24.

Danville Club Schedules Hill Climb.

The Danville Motorcycle Club of Danville, Ill., has set June 8th as the date for the hill climbing matinee which it hopes to make the greatest ever held in the West. Eight events will comprise the program—four for amateurs and four for professionals. The club will go outside its own State in conducting the event having obtained permission from the authorities of Newport, Ind., to use the long straight hill at that point; it is 2,300 feet long with a rise of 139.42 feet. The authorities have promised to make the hill as smooth as a floor in season for the contest.

Prince Gets Sanction for Six Meets.

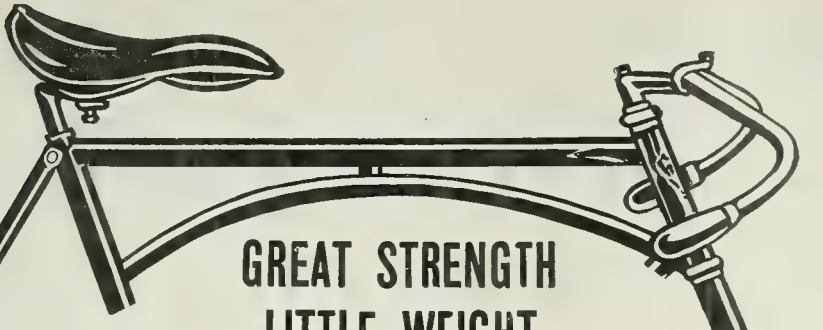
Jack Prince has obtained F. A. M. sanction for six meets on the new motorcycle track which he is building in Los Angeles, the first of which will be a two days affair, February 21-22. The others will occur on the succeeding Sundays. The track will be 3½ laps to the mile instead of 3 laps, as originally projected, the plot of ground secured proving too small to permit of the larger course. Whether the odd size will not militate against its success and whether 24 feet is not too narrow to permit of satisfactory contests, are questions which remain to be answered.

Devine First in 13th Regiment Race.

Owen J. Devine, of the Thirteenth regiment, won the two miles bicycle race that was one of the features of the Lincoln's Birthday meet at the Thirteenth Regiment Armory, Brooklyn, yesterday. C. A. Mohrman, also of the promoting organization, was second, and Charles Nerent, of the Seventy-first regiment, was third. William Vanden Dries and Walter Raleigh fell one one of the turns when their chances for victory seemed particularly bright. The time was 5:02⅗.

Ordinary Wins in an Odd Match.

An unusual race that afforded considerable amusement to the spectators was held in a skating rink at Newark, Ohio, one night last week. Bert Shaw, riding a 56-inch ordinary was matched against Harry Bragg, mounted on a juvenile bicycle. The track measured 19 laps to the mile and Bragg was compelled to make 5 miles while his opponent went only four. Bragg punctured and mounted another wheel but was defeated by five laps.



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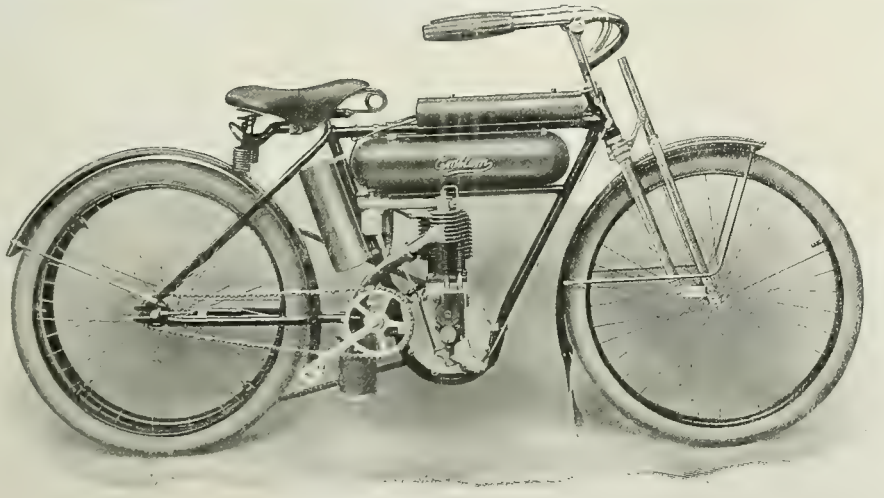
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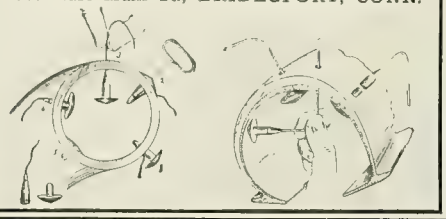
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DISTRIBUTORS—Manufacturers Supplies Co., 418 Arch St., Philadelphia, Pa., for Delaware, Maryland and Southern New Jersey; John T. Bill & Co., Los Angeles, Cal., for Southern California; Ballou & Wright, Por and Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah.

Neal Tire Repair Kits

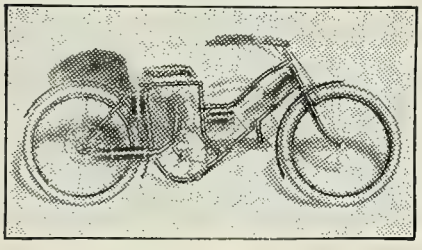
for seating rubber plugs in punctures in double or single tube tires.
Write for descriptive circular and particulars.

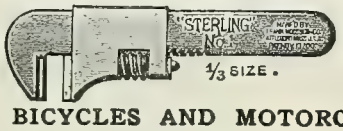
F. M. NEAL CO.,
1048 East Main St., BRIDEGPORT, CONN.



NEW ERA AUTO-CYCLE

Two Speeds, Free Motor, Hand Cranked.
Manufactured by
THE NEW ERA GAS ENGINE CO.,
2 Dale Ave., DAYTON, OHIO.





Sterling Wrenches FOR BICYCLES AND MOTORCYCLES

Frank Mossberg Co., Attleboro, Mass.



E. H. Corson

Inventor of the

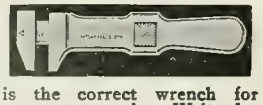
CORSON MOTORCYCLE SPECIALTIES.

Send for descriptive literature.

MOTORCYCLE SPECIALTY CO.
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THE MARK OF QUALITY
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THE BILLINGS & SPENCER CO. HARTFORD

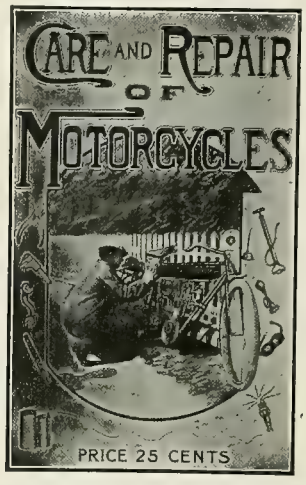
THE B. & S. MODEL "B"



is the correct wrench for your motorcycle. Write for circular.

WHEN HELP IS WANTED

the value of



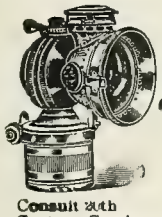
is measured by dollars not cents.

64 pages bristling with the useful advice and suggestion desired by all motorcyclists.

25 Cents

BICYCLING WORLD CO.

154 Nassau Street, NEW YORK



20th Century OIL AND GAS
BI AND MOTOR CYCLE
Contained and Separate Generator LAMPS
Consult 20th Century Catalogues
"BABY GRAND" Motor Boat Car and Cycle Searchlights
AUTOMOBILE LAMPS
20th CENTURY MFG. CO., 19 Warren St., N. Y.

NAMEPLATES

FOR

Bicycles and Motorcycles

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Sager Cushion Fork

Easily attached to any bicycle or motorcycle. Absorbs all jars, jolts and vibrations. Send for Catalogue.

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1909 CATALOGUE OF

Bicycle and Motorcycle Sundries

Ready for distribution January 20th. Better send for one, or you will miss many good things.

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Ask for Catalogue of Bicycle and Motorcycle Parts and Sundries. We want every dealer to have our Monthly Bargain Book. Write us.

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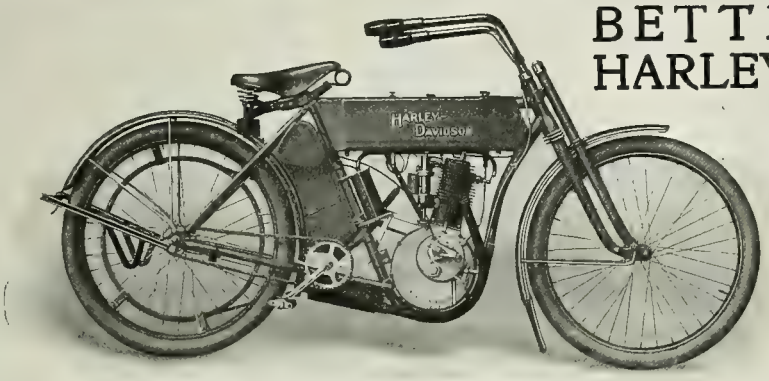
PUCH, The Masterpiece Among Motorcycles

BUILT FOR THE MAN WHO WANTS THE BEST AND ONLY THE BEST.

WE HAVE A GOOD PROPOSITION FOR LIVE AGENTS. WRITE US TODAY.

Model A, 3½ H.P.....	$280
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THE PUCH IMPORT COMPANY, Princeton, New Jersey



BETTER CLIMB ONTO THE HARLEY-DAVIDSON BAND WAGON

while there yet is time to do so.

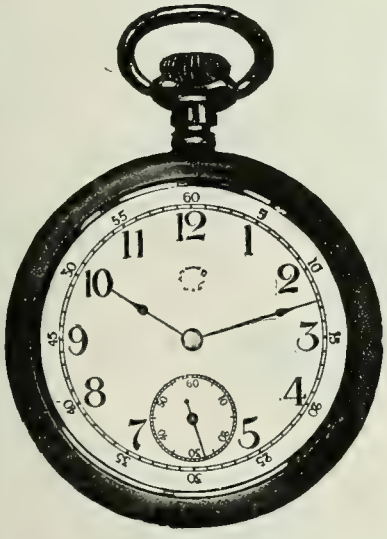
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FREE—GOLD WATCH

10 Year Guaranteed



Thirty-six Neverleak Certificates will entitle you to one of the elegant, accurate, ten year guaranteed, American movement, gold filled watches shown hereon.

It is a number 12 size, very latest thin model, stem winding and stem setting, and is in every respect a watch to be proud of.

One certificate is packed with each dozen 4-ounce tubes of Neverleak. If you order your Spring supply of Neverleak from your jobber and send the Certificates direct to us you will receive the watch at once.

BUFFALO SPECIALTY CO., Buffalo, N.Y.

THERE IS BUT ONE HANDLE BAR

that affords comfort to all ages, sizes and conditions of mankind—

The Kelly Adjustable

THE STANDARD BAR OF THE WORLD

AFFORDS TWENTY-FIVE DIFFERENT POSITIONS

Any bicycle manufacturer will supply it if you insist

KELLY HANDLE BAR CO.
CLEVELAND, OHIO



NO ATHLETIC STUNTS

are necessary. If you are equipped with a

B. & C. Two Speed Gear

you can climb that hill with ease and comfort and yet have power to spare. Two speeds and a free engine may be attached to any chain driven motorcycle of the counter-shaft type.

1909 Models now ready.

BUSHNELL & CANNON
1268 E. 80th Place, CLEVELAND, OHIO

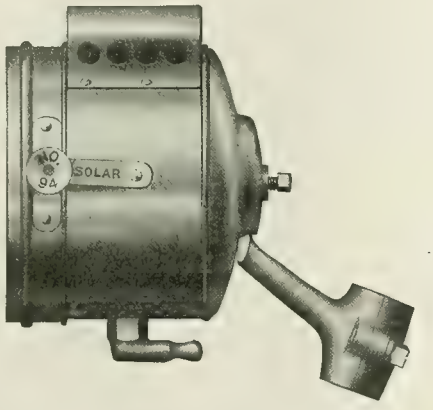
ARE YOU A PROSPECT?

If so, you naturally want the worth of your money, don't you? You want a silent, powerful, reliable, and neat looking machine. One that you needn't be ashamed of in any way, one that is flexible in control and yet does not look nor weigh like a "young" truck.

If that is the kind of a motorcycle that you wish, drop us a line and we will be pleased to send you full particulars and catalogue of the ONLY machine that has all of the above features, and more, too.

ARMAC MOTOR CO., 472 Carroll Ave., Chicago, Ill.

FOR NIGHT RIDERS!



The

Solar

Headlight for Motorcycles

A perfect Headlight and generator for motorcycle use. It will withstand the most severe usage. Vibration has no effect upon it.

It is the most perfect headlight of its size in the world. It makes night riding as safe and comfortable as in the day.

The Generator has the largest capacity and the best system of gas generation on the market.

The Searchlight type lens mirror headlight is the same in construction and design as the famous Solar Motor Car Headlights.

Write at once for particulars regarding this Headlight.

In ordering state make and model, so we can supply proper bracket.

Badger Brass Manufacturing Co.

TWO FACTORIES:

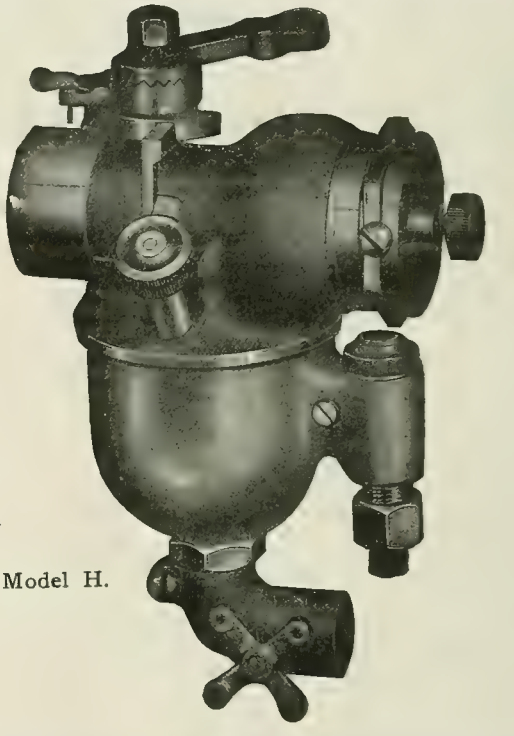
437 Eleventh Ave., New York

KENOSHA, WIS.

Any Motorcyclist or Motorcycle Manufacturer

who desires to improve the running of his machine has but to equip it with a

Schebler Carbu etter



Model H.

It is designed and built to contribute superior service and the long and varied tests of practical use have effectively demonstrated that it performs that mission.

The whole world knows the Schebler. For it is built on the world-wide plan.

We own and operate the largest factory in the world devoted exclusively to the manufacture of Carbureters. Capacity 20,000 Carbureters a Month. We can take care of the Carbureter business of the world. Orders filled same day they are received.

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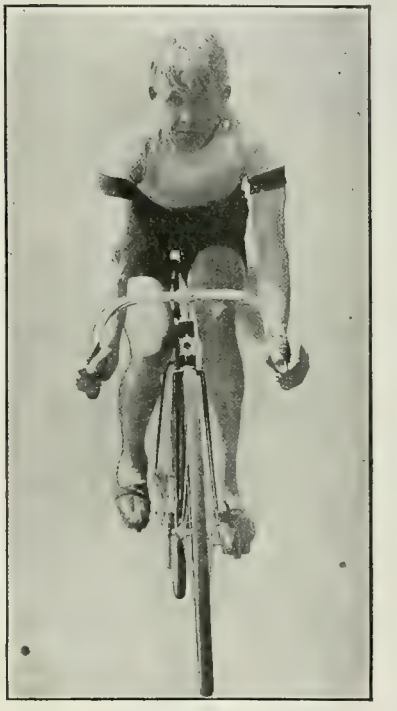
As Usual THE WINNERS RODE TRIBUNE and COLUMBIA Bicycles

Eddie Root on a TRIBUNE Wins the Six-Days Race at Kansas City, February 1-6.

Moran of the **second** team rode a **COLUMBIA.** Mitten and Bardgett, the **third** team, rode **COLUMBIAS.** De Mara and Hill, **fourth** team, rode **TRIBUNES.** Walker of the **fifth** team, rode a **TRIBUNE.**

The results of all the important races during the past year emphasize the fact that the leading racing men of the country have set their stamp of approval on these bicycles.

THE POPE MANUFACTURING CO., Hartford, Conn.



EDDIE ROOT

THE 1909 **MINNEAPOLIS** *TWO SPEED*

The Ideal Motorcycle



has all the desirable improvements to be found on any motorcycle and incorporates a Two-Speed and Free Engine Gear in the most desirable manner.

Thor Motors and Equipments
Complete Announcement Later

NOT A FREAK

Minneapolis Show, March 13th to 20th.

Minneapolis Motorcycle Co., Inc.
517 South 7th St., MINNEAPOLIS, MINN.

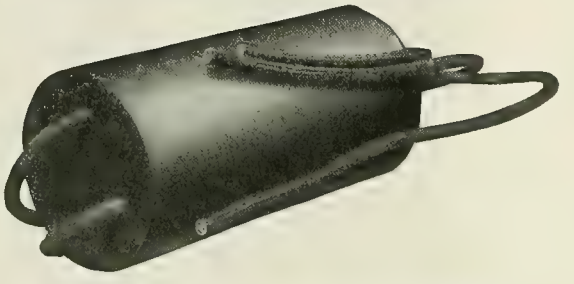
Empire Tires
WEAR LONGEST

EMPIRE AUTOMOBILE TIRE COMPANY, - TRENTON, N. J.

BRANCHES—Newark, 264 Halsey St.; Detroit, 842 Woodward Ave.; Boston, 292 Devonshire St.; Chicago, 20 La Salle St., 1301 Michigan Ave.; New York, 73d St. & Broadway; 148 Chambers St. AGENCIES—Pittsburg, Consumers' Auto Supply Co.; Kansas City, Mo., Empire Tire & Rubber Co.; Atlanta, Ga., Dunham Rubber Co.; Cleveland, O., Motor Supply Agency Co.; Norfolk, Va., Wm. H. Grover; Denver, Denver Auto Goods Co.; Jacksonville, Fla., Savell Rubber Co.; Philadelphia, Penn Auto Supply Co.; Los Angeles, Cal., Pacific Elec. Wks.; Buffalo, N. Y., Empire Sales Co.; Minneapolis, Empire Tire & Rubber Co.; Savannah, Ga., Harris Tire Co.; New Orleans, La., H. A. Testard.

Pfanstiehl Motorcycle Coils

ARE GUARANTEED FOR 5 YEARS



Three reasons why you should be interested:

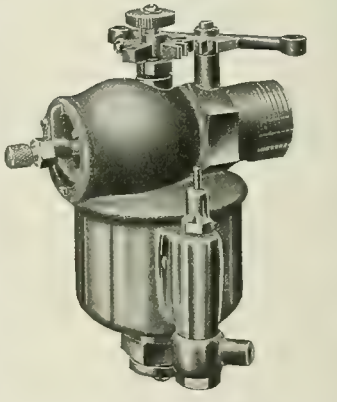
INDESTUCTIBILITY
RELIABILITY
PRICE

The up-to-date coil; constructed along practical and scientific lines, by patented methods, enabling us to offer unusual advantages.

Pfanstiehl Electrical Laboratory
NORTH CHICACO, ILL.

HEITGER MODEL C CARBURETERS

Special type for motorcycles. Special fittings for different machines. A winner for 1909, you miss it if you do not get one.



This model has mechanical control over gasoline feed to mixture, so that the feed is positively controlled according to air admission and throttle opening, accomplished by a simple and reliable construction, without any delicate parts. Has large deep float chamber, swiveling to any position, simple float level adjustment, and strainer at gasoline connection. High in quality, low in price, fully guaranteed to give satisfaction. New catalog now ready.

HEITGER CARBURETER COMPANY
250 West South St., INDIANAPOLIS, IND.

USE IS THE BEST RECOMMENDATION.

95% of the chain driven motorcycles in use are equipped with the **Duckworth Roller**



Motorcycle Chain **95%**

Undiluted satisfaction is the reason for its adoption by all of the leading manufacturers.

DUCKWORTH CHAIN & MFG. CO., Largest Manufacturers of Motorcycle Chains in America, SPRINGFIELD, MASS.

OVICO SPECIALTIES
YOU SAW THEM AT THE SHOWS

OVINGTON MOTOR COMPANY, 2236 Broadway, New York

"It fairly bristles with advanced ideas"

says the show report of the *Bicycling World* in describing the

1909 MERKEL

They are ideas that should appeal to every man interested in motorcycles. If you are of the number we will be pleased to tell you about them. And the

1909 LIGHT

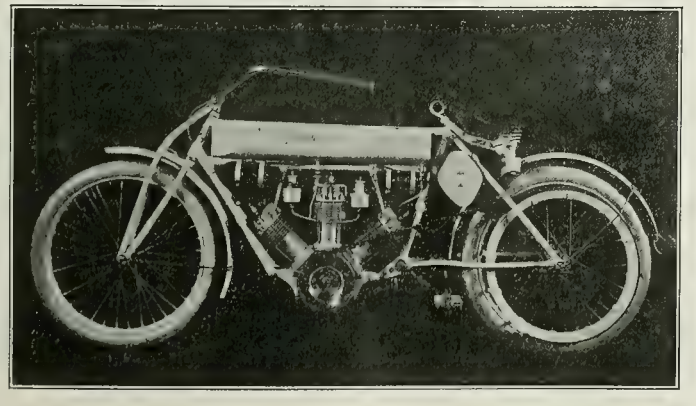
also is a machine that deserves the attention of prospective purchasers. No chain driven model is its superior and its price is right.

MERKEL-LIGHT MOTOR CO.
Pottstown, Pa.

The New York Show Served to Demonstrate What a Long Lead

THE CURTISS

has and has had on all the others.



1, 2 and 3 Cylinders—3 to 10 Horsepower.

The Double Bar Frame, the Long Wheel Base, the Vertical Engine with stripped cylinders and anti-friction bearings, V-belt and other so-called "new" features are merely old features of the Curtiss which the others were slow to recognize until public opinion forced them to do so. We have used them for years.

The truly wise man will require no better guide to enable him to make his selection.

G. H. CURTISS MFG. CO., Hammondsport, N.Y.

If you do not allow substitution

Manufacturers and Jobbers will supply

IDEAL

TRADE MARK

HANDLE BARS, STEMS AND SEAT POSTS

Ideal Plating Co.

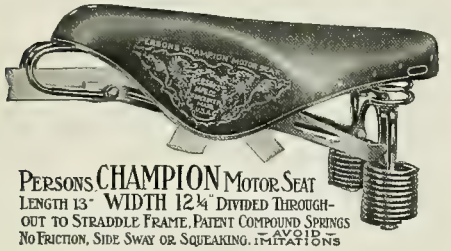
MARLBORO, MASS., U. S. A.

EVERY DEALER HAS HEARD IT—

It runs something like this:

"Our Bicycle is of the highest possible "grade. There is none better; there "are few, if any, as good. Nothing that "money can buy nor human effort "evolve has been spared to make the "——— the very best machine on top "of this grand old earth."

The manufacturer—his traveller—his catalogue—his advertisement, each and all, and many of them, have again and again repeated the claim—the assertion, or whatever they may call it. The language may differ, but its tenor is the same.



PERSONS CHAMPION MOTOR SEAT
LENGTH 13" WIDTH 12¼" DIVIDED THROUGHOUT TO STRADDLE FRAME. PATENT COMPOUND SPRINGS NO FRICTION, SIDE SWAY OR SQUEAKING. AVOID IMITATIONS

TEST ITS TRUTH!!

Too often such claims are empty. They are made up mainly of words, warm breath, and black ink. But there's a way of telling the false and the true—a way of finding out if words are empty or if they mean what they say. There's no question about the quality of PERSONS saddles—there never was—there never will be, any more than there is about the LACK of quality in the imitations, and

THERE'S NOT A SQUARE MAN IN THE TRADE

who does not know it. For objects of his own he may quibble or "talk in circles," but that the PERSONS is the very pinnacle of saddle construction they all know and know only too well. Each saddle speaks for itself.



The point is right here: When a bicycle maker or his spokesman asserts the highgradedness of his product—when he asserts that in its construction and equipment no expense or effort is spared—when these claims are made, let the dealer test their truth; let him stipulate that Persons saddles be fitted to the bicycles or motorcycles he orders.

If they are given him without quibble, the dealer may be sure that the claims are true. If, instead, there is a quibble or a refusal, the moral is as plain.

The Persons saddle IS made without regard to cost. Quality is placed above price. The bicycle or motorcycle manufacturer who does likewise cannot refuse the saddle when it is specified.

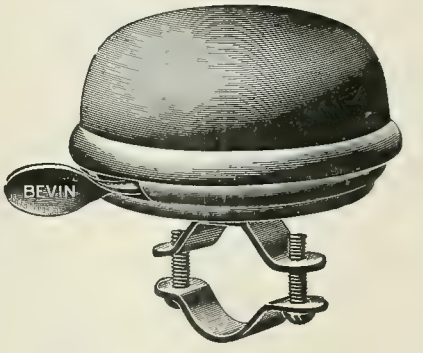
PUT HIM TO THE TEST.

Meanwhile we invite your inquiry.

The Persons Mfg. Co., Worcester, Mass.

SUNDRIES That Sell Wherever Bicycles are Sold

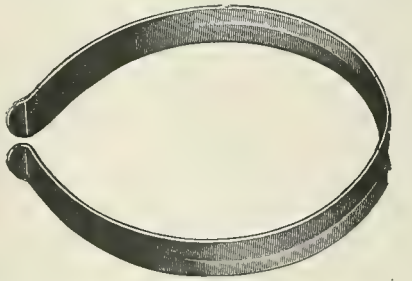
Bevin Bells



Bevin Toe Clips



Bevin Trouser Guards



We Offer

such a varied selection that all purses can be accommodated.

Our catalog illustrates the various patterns.

Bevin Bros. Mfg. Co.

EASTHAMPTON, CONN.

MAJESTIC SPECIALTIES



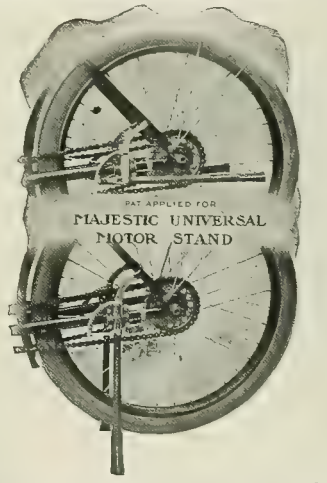
Price, post paid $2.50

A Spring Fork makes cycling worth while. A Majestic Double Bearing Spring Fork turns a bone shaker into a pleasure vehicle. It can be quickly applied to any machine in use.



Price, post paid ..... 50c.

Holes made in "V" Belts with hand punches are larger at one end than the other, are seldom true, and tear out. Our drill takes any size belt up to one inch and cuts a clean, straight hole. It is made of Aluminum and bronze with drill of first quality soldered in.



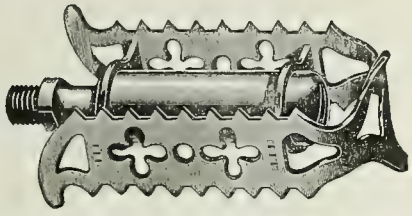
Price, post paid $3.00

Is the only one made holding the frame at TWO points, and preventing the straining and twisting of the lower frame tubes. Is fitted with heavier legs for 1909, and these have triggers at bottom, allowing legs to be folded up by the rider's foot without using hands at all. It is due your machine that you give it the best possible equipment. That means MAJESTIC SPECIALTIES throughout. Send for catalogue.

MAJESTIC MANUFACTURING CO.
WORCESTER, MASS.

IF THE
BEST THE WORLD AFFORDS
is not too good for you or for
the manufacturer of the machine
you ride

Forsyth Pedals



should be included in the equipment of your

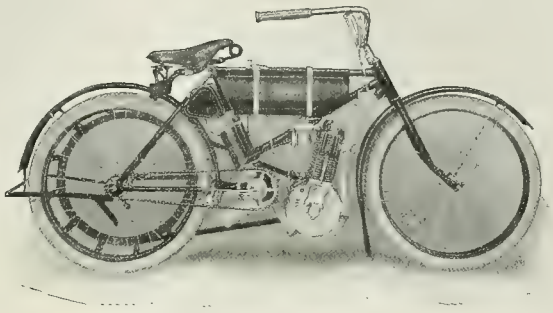
Bicycle or Motorcycle

QUOTATIONS ON REQUEST.

FORSYTH MFG. CO., BUFFALO, N. Y.

WAGNER MOTORCYCLES

FOR 1909



Wagner Tourist Model, 3 1-2 H. P. Price, $200.

SHOW NO IMPROVEMENT

or change in frame design, because there was room for neither. The Loop Frame construction is a new feature on several leading makes this year. The "WAGNER" Diamond Loop Frame has been, for eight years, and still is, one of the exclusive "WAGNER" features.

The Loop for correct motor position—the DIAMOND for STRENGTH.

WAGNER MOTORCYCLE COMPANY
ST. PAUL, MINN.

A Motorbike Without an O-M-C Stand Is Like a Ship Without a Sail

MOST RIGID STAND KNOWN



Patents Pending

Good dealers' proposition.

Improved for 1909

If your dealer does not handle it we will ship it to you express prepaid when $3.50 is sent with order.

Equipment as follows:

Black enameled, working parts nickeled	$3.50
Special Colors	4.00
Fully Nickel Plated	4.50

Specify make of machine.



With rear wheel removed. Specify when ordering your new machine. Fits any motorcycle.

OBERWEGNER MOTOR CO.
Manufacturers
TOLEDO, OHIO

Represented in New York by
TIGER CYCLE WORKS,
782 Eighth Avenue.

Two Dry Cells Are Enough

To Operate the New CONNECTICUT *Motorcycle Coil*



HAS BEEN THOROUGHLY TESTED
MADE IN ONE AND TWO-CYLINDER SIZES

Other coils require three, AND, MIND YOU, more mileage can be secured from two cells with the Connecticut coil than from three cells with the majority of coils. Neater in appearance, lighter in weight and a hotter spark. Send for Catalogue 14W.

Connecticut Telephone and Electric Company, Inc.
85 Britannia Street, Meriden, Connecticut, U. S. A.

WANTS AND FOR SALE

10 cents per line; 15 cents per line if in capital letters. Cash with order.

FOR SALE—Supply business in a western jobbing center. Automobile, motorcycle and bicycle sundries. Sales $100,000. Mail orders per day, 50. 3 salesmen. Yearly catalog illustrated. Sale includes stock, catalogs, fixtures, mailing lists, good will, etc. Stock inventories $20,000 net cost. All new and up to date. Sales price $20,000. Cash proposition only. A growing profit making business going at bargain. Address D. H. HOWE, 1105 Masonic Temple, Chicago, Ill.

FOR SALE—Twin cylinder Reading Standard, bought in August; has magneto, cyclometer, horn, stand, 20th Century lamp, saddle extension attachment, extra pair pedals, Bailey tread tires, etc. Run 200 miles. Price $150. Reason for selling, want cash. Address G. T. BOTHAM, 17 High St., Albany, N. Y.

FOR 10 CENTS, copies of the Bicycling World's 84-page New York Show Number will be mailed postpaid to any address. Contains complete table of specifications and illustrates and describes all new models and new features of all motorcycles exhibited.

FOR SALE—An N. S. U. 6 h. p. twin, Bosch magneto; spring forks; 2 speed gear; milometer, horn, lamp and generator. Purchased Nov., '08; never ridden; too much power for owner. Make cash offer. Lock Box 5343, Boston, Mass.

BEFORE buying bicycles, write for prices on used ones. McDOUGALD, 357 N. State St., Chicago, Ill.

WANTED—Salesman to cover New England territory, by large manufacturer of motorcycles and bicycles. Must have road experience and practical knowledge of operating motorcycles. Good proposition to the right man. Address "T," care Bicycling World.

MOTORCYCLES—35 second-hand machines on hand, all makes; $40 up. Send stamp for illustrated circular describing them. TIGER CYCLE WORKS CO., 782 Eighth Ave., New York City.

HAVE your motorcycle attended to during winter months. My prices are right and my work is beyond the experimental stage. Enameling any color. Everything in stock for both "The Man" and "The Motor." B. A. SWENSON, Providence, R. I.

MOTORCYCLES—All makes second hand, from $60 up; agents for Merkel, Armac and Crouch. We buy for cash and sell for cash. E. J. WILLIS CO., 8 Park Place, New York City.

WE can supply all parts of the Orient bicycle and tandems. THE HUB CYCLE CO., 285 Hanover St., Boston, Mass.

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WE REPAIR MOTORCYCLES.

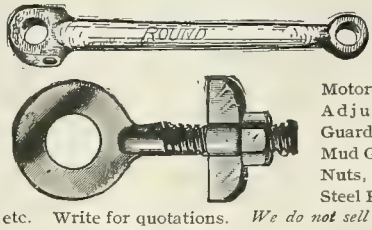
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FOR SALE—$65 takes it; 1906 Indian in fine condition. ALEX HENDERSON, Flemingsburg, Ky.

FOR SALE—1905 Indian, clincher tires, double grip, $50; 1906 Indian, 2¼-inch G & J clincher tires, all improvements, $100; 1907 Indian, twin cylinder, in fine running order, $150; 1907 Yale, new, shop worn, 2 H. P., 2¼ G & J tires, $135; 1907 Marsh, 26-inch wheels, in good order, $100; 3 H. P. R-S tandem, combination for lady or gentleman, $175; Indian van attachment, shop worn; for delivery purposes, $100. F. A. BAKER & CO., 37 Warren St., New York.

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We make Nickeled Forged Cranks, Motorcycle Chain Adjusters, Mud Guard Braces, Steel Mud Guards, Bolts, Nuts, Washers, Steel Rim Washers. etc. Write for quotations. *We do not sell to the dealer.*

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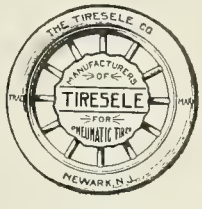


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Enclosed find $2.00 for which enter my subscription to THE BICYCLING WORLD AND MOTORCYCLE REVIEW for one year, commencing with the issue of_____

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Tire Troubles? USE PERMANIT

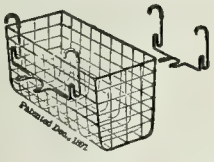
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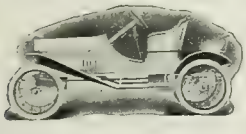
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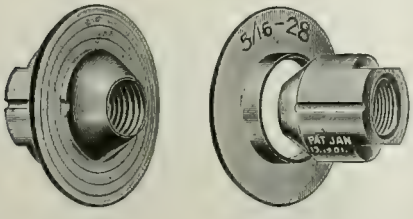


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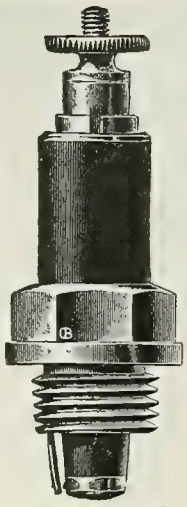
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for bicycles and motorcycles are listed in OUR 1909 CATALOGUE.



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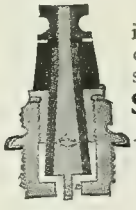
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There is nothing that gives more value for the money than the use of the

MORSE TWIN ROLLER CHAIN



NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING

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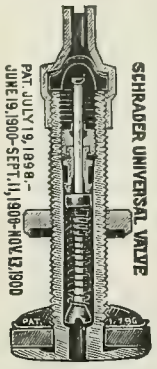
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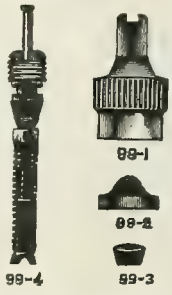
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In order to facilitate the obtaining of

PARTS of the Schrader Universal Valve

we have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON, Inc. Price List sent on application.



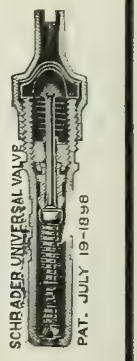
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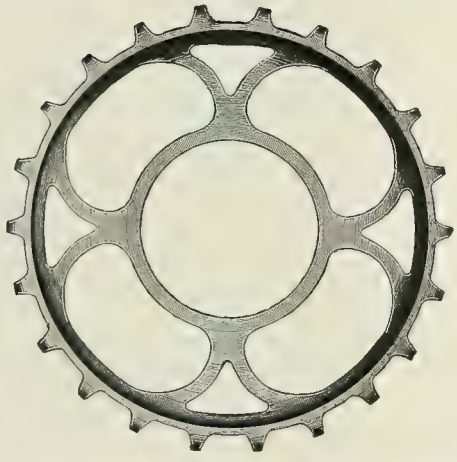
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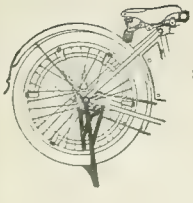
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WILL BE THE LARGEST AND MOST COMPLETE EXHIBIT OF ITS KIND EVER HELD

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Raised or lowered instantly with the foot. Perfectly rigid. Absolutely Reliable.

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Motorcycle Manufacturers Who Want Better Castings

should let us show what we are doing for the largest makers. There must be a good reason why we make over 60% of the cylinders, pistons, etc., used in American built motorcycles. We have the equipment, experience, facilities and *know how* to produce the best castings obtainable. All we ask is that you say "show me."

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are the men who will be quick to sell, use or recommend the

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They are in a position to "judge us by our works" and best know the meaning of Kokomo quality and the value of Kokomo tires.

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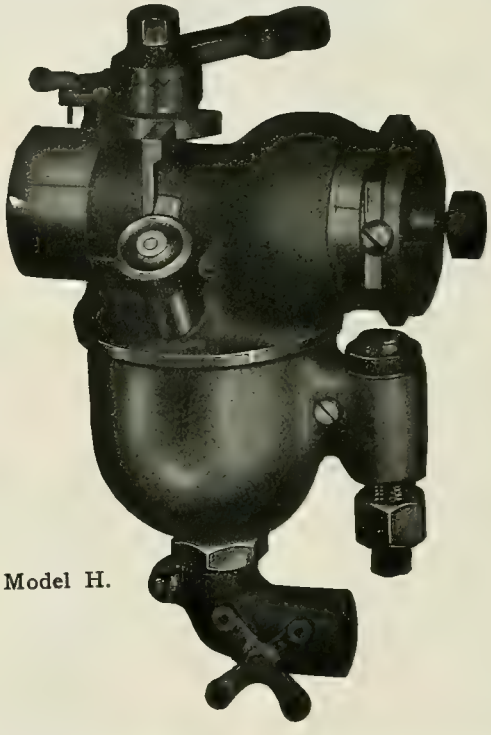
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Any Motorcyclist or Motorcycle Manufacturer

who desires to improve the running of his machine has but to equip it with a

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Model H.

It is designed and built to contribute superior service and the long and varied tests of practical use have effectively demonstrated that it performs that mission.

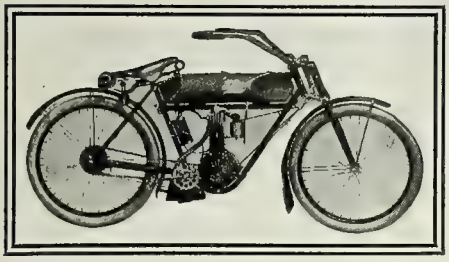
The whole world knows the Schebler. For it is built on the world-wide plan.

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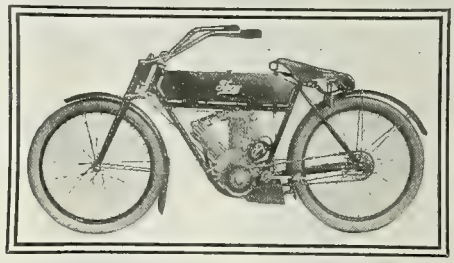
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Manufacturers
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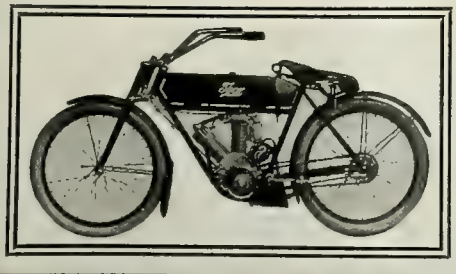


transmits the power to the rear wheel. Our method is the only way. Absolutely no trouble. It's years ahead of other forms of motorcycle transmission. IT IS FOUND ONLY ON

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THE Motorcycle Supreme

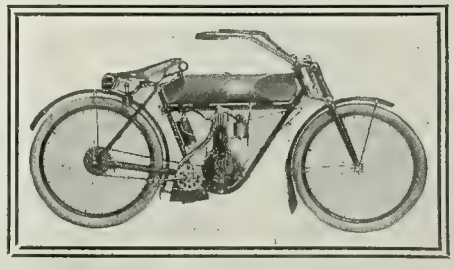
Thor Quality, Thor Transmission, Thor Workmanship, Thor Methods, and the fact that we advertise in all trade papers and periodicals, reaching over 2,000,000 people, brought us an avalanche of orders and scores of agents at the New York and Chicago Shows. Write us for Agency Proposition, Department B.

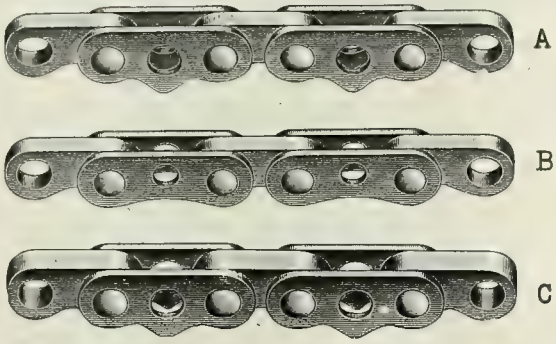


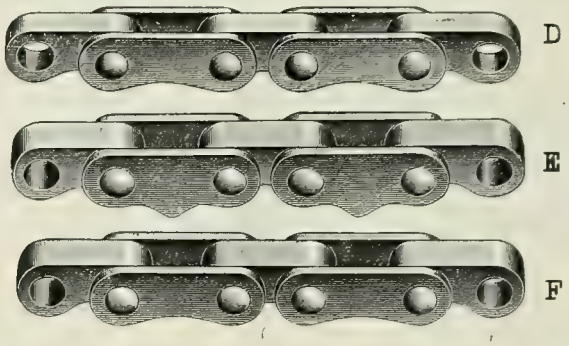
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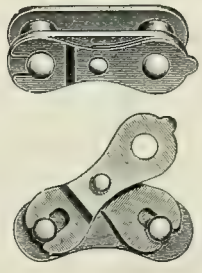
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Our New Roller Chains 5/8" Pitch

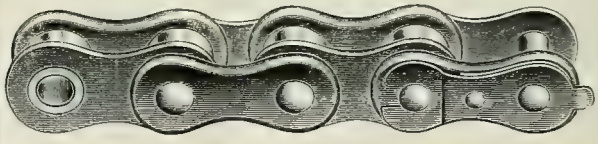
For Motorcycles, Etc.

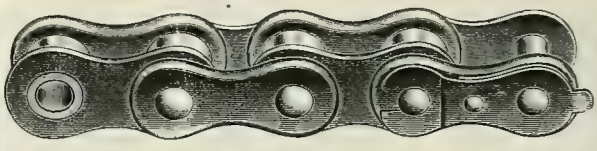


New Patent Safety Connecting Links

For Bicycle and Motorcycle Chains









VIEW IN CHAIN DEPARTMENT

"Whitney" Chains

ARE MADE IN ONE OF THE MOST MODERN OF AMERICAN FIRE-PROOF FACTORIES

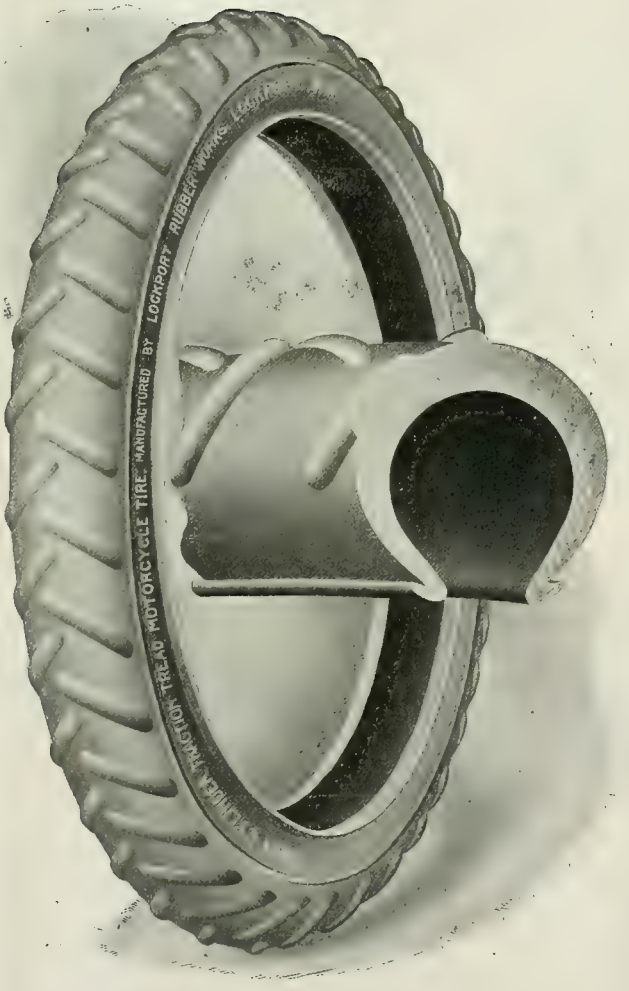
The Whitney Mfg. Co.

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Built for a Motorcycle

TWIN-CYLINDER - TRACTION-TREAD - ANTI-SKID

Not Built Like a Bicycle Tire



Traction on the Hill

Traction on the Level

Traction on the Turn

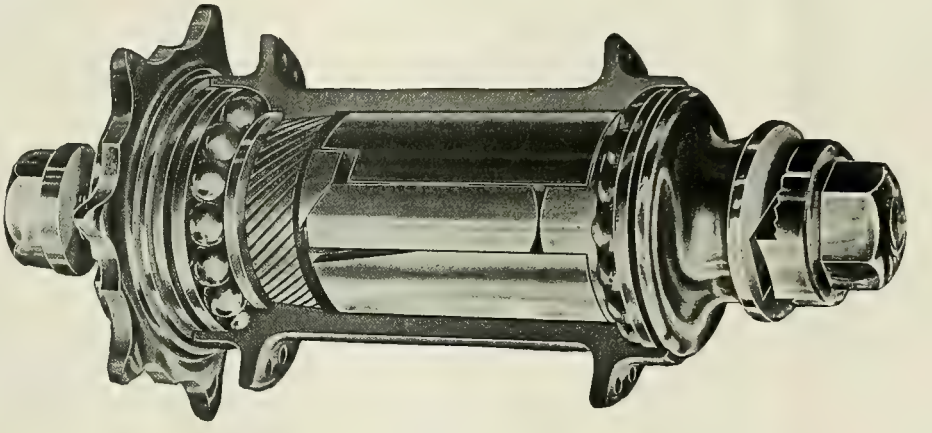
LOCKPORT RUBBER WORKS

LOCKPORT, N. Y.

"I can coast almost twice as far"

writes Mr. L. H. Meech, one of the progressive bicycle dealers of Cleveland, Ohio, referring, of course, to the

ECLIPSE COASTER BRAKE



Says Mr. Meech:

"I am very much pleased with the way it works. Am using the Eclipse on a wheel of my own make and can truthfully say that I can coast almost twice as far as I could with the ——— I was using."

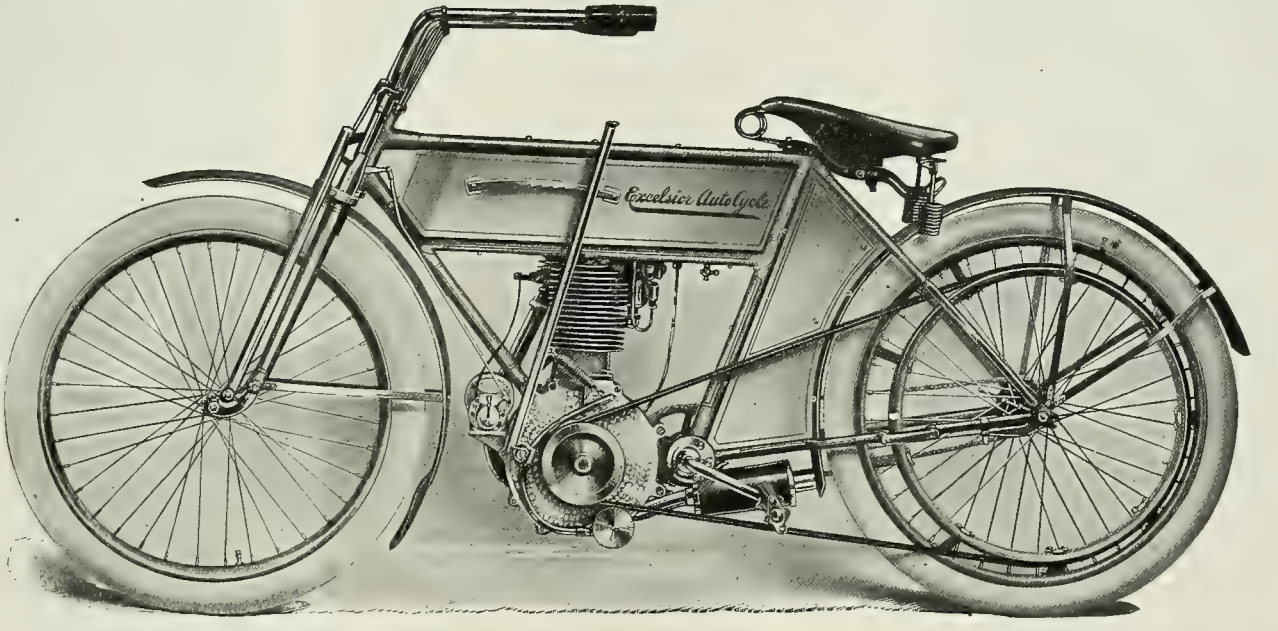
The Eclipse was designed to still further increase the pleasures of cycling and in every direction such expressions as Mr. Meech's prove that it is fulfilling its mission.

ECLIPSE MACHINE CO., Elmira, N. Y.

Licensed Coaster Brake Manufacturers.

EXCELSIOR AUTO-CYCLE

FOR 1909



NOT REBUILT AND RECONSTRUCTED IT WAS RIGHT AT THE BEGINNING

¶ But embodying every new feature found to be a real improvement of practical value.

¶ We were the first advocates of a low saddle position. Watch others follow.

¶ Our positive sight feed oiling system positively eliminates lubrication troubles.

¶ High tension magneto or battery ignition.

¶ Straight line frame that gives the maximum strength at minimum weight.

¶ These are but a few of the many points that make the EXCELSIOR AUTO-CYCLE the one that is always on the job.

¶ See it at the shows or write for our new catalog M C 29.

EXCELSIOR SUPPLY COMPANY

ESTABLISHED 1876. 233-237 Randolph Street, CHICAGO, ILL.

The Musselman Automatic Coaster and Brake



The brake without the Side-arm

STRONG
SMALL
SIMPLE
LIGHT
POSITIVE
SENSITIVE

The brake without the Lock-washer



"A child can put it together."

MADE ONLY BY

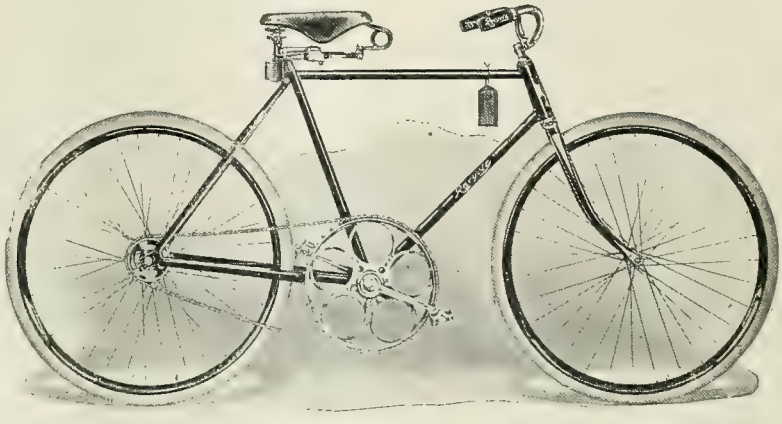
"Weighs only 25 ounces."

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

LICENSED COASTER BRAKE MANUFACTURERS.

THE KING OF ALL BICYCLES

The Racycle Pacemaker



The best and most profitable agency proposition in the world. Write for full particulars.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVIII New York, U. S. A. Saturday, February 20, 1909. No. 22

FAVOR A STANDARD OF RATING

Leading Manufacturers Indorse the Bicycling World's Suggestions—Hendee Intimates Action May be Taken.

It seems probable that the Motorcycle Manufacturers Association will take up the matter of engine rating and even if no new standard of horsepower is evolved, as suggested by the Bicycling World, it is likely that mere discussion of the subject will serve to remedy at least some of the discrepancies that exist. This promise was held out by George M. Hendee, president of the Hendee Mfg. Co., who is also the president of the association, when his views of the Bicycling World's suggestions were sought.

"I read the Bicycling World's editorials with real interest," he responded, "and thoroughly believe that some decided action must be taken by the different manufacturers. I believe that the matter will be taken up at no distant day."

The Thiem Mfg. Co., is another motorcycle manufacturer that is not unwilling to place itself on record on the subject.

"We are pleased to say that we are heartily in accord with the Bicycling World's suggestion for a standard of horsepower, or rather of rating," writes the Thiem company. "You may recall that a little more than a year ago you asked us concerning the absence from our catalog of horsepower ratings and that we then told you it was due to the abuse of such ratings. In consequence we gave only the cylinder dimensions and let the public judge for itself."

Dunlop Invades the Far East.

The Dunlop Tire Co. is reaching out for the Japanese and other Far Eastern trade, the parent company in England having authorized the formation of the Dunlop Rubber Co. (Far East) Ltd., with £80,000 capital, of which the parent company will hold £25,000, and always will have a director on the board of the new concern. The latter is given the right to import and manufacture tires and other goods bearing the name Dunlop in Japan and other parts of Asia, east of Burma.

Stroud Returns to the Trade.

W. Richard Stroud, for some years in business for himself in Philadelphia, but who lately has been in charge of the bicycle repair department of the United Gas Improvement Co., has been engaged by the Penn Auto Supply Co., of that city to cover Eastern Pennsylvania and Delaware. This company deals in bicycles in addition to automobile supplies and Stroud virtually will be in charge of the bicycle branch of the business.

Tire Sleeves to be Made in Kansas.

The Hagstrom Bros. Mfg. Co., Lindsborg, Kan., which among other things has been making inside sleeves or blow-out patches for automobile tires, is making ready to market a similar device for application to motorcycle tires. The company has just increased its capitalization from $50,000 to $150,000 to extend its operations in several departments.

New Brooklyn Firm to Handle Thors.

After spending some three years in F. A. Baker's Brooklyn repair shop, Robert Brazenor has, with Ben Ruderman, a well known Brooklyn cyclist, formed the firm Brazenor & Ruderman and located at 849 Bedford avenue, in that borough of New York City. They already have obtained the agency for Thor motorcycles and will take on a line of bicycles.

Columbia Agencies Bag Army Orders.

Amos Shirley, the New York agent for the Columbia, was the successful bidder for the bicycles called for by the Department of the East of the United States Army. On the Pacific coast, E. F. Merry, the Pope agent in San Francisco, bagged the order for that Department's bicycles, Columbias also being chosen.

CHINA HEAVEN FOR CHEAP WHEELS

Demand Increases but Price Rather Than Quality is Considered—Would be Good Field for Second-Hands.

If it were not for the cost of transporting them China would be a great market for second-hand bicycles, says the Austrian Consul at Tientsin.

"The employment of the new method of locomotion has not diminished, but increased, but as the Chinamen prefer an old machine which costs very little, the import of cycles is not so large as it ought to be, or as the use of cycles would justify," adds the consul. "A high grade machine will not find a buyer in this province, and if a new machine is acquired, it must be of the cheapest. The quality can be inferior as long as the machine runs, and the outer signs, by which the European judges his machine, have no influence on the Chinese. One coat of enamel tells them the same tale as four, and not a penny more is paid for a cycle with nickeled parts than for one painted all in black. It is absolutely essential that cycles for China should be cheap, and second-hand machines would be preferable, were it not that their transport is too dear. Weight has also no influence, and a little muscle power to be expended is not taken into consideration."

Chattanooga Company Incorporates.

The Chattanooga (Tenn.) Bicycle Co., has been incorporated under the laws of that State with $2,500 capital. H. O. Nelson, Walter Cline, W. V. Tousley, T. R. Lynch and W. G. Caulk are named as directors.

Germany Exports Fewer Motorcycles.

During the year, 1908, Germany exported 1,632 motorcycles, valued at $340,000, as against 1,784 during the preceding twelvemonth. Great Britain and Denmark were the Germans' best customers.

WANTED A CENT'S WORTH OF OIL

Swenson Finds Team Mate for Widmayer's "Forty Cents' Worth of Battery" Customer—And There are Others.

Frank B. Widmayer's story of the man who came into his store one day and wanted to purchase a set of old dry cells registering four amperes—sufficient to get him home—and which he figured to be worth 40 cents, or ten cents an ampere, at the prevailing rate for a battery registering its full capacity, brings to light that other dealers have had experience with what B. A. Swenson, the Providence (R. I.) dealer terms "cheap John" riders.

Reading Widmayer's experience as detailed in the Bicycling World, reminded Swenson of a somewhat "painful" incident that occurred not long ago, and if anyone desires to see Swenson's jaws snap with a nail-biting movement, it is but necessary to ask him for a cent's worth of anything. Swenson's sensitiveness grew out of an experience with one of the "Cheap Johns."

One day an Indian rider from a small town outside of Providence (name of the young man—he is rich and of a prominent family noted for its thrift—and town mercifully withheld) telephoned Swenson and asked what he would charge to exchange a 13-tooth sprocket for a 15-tooth sprocket, as he found his gear too high. The Providence dealer replied that if the sprocket showed no signs of wear he would make the exchange without charge.

A few days later the young man rode into Providence, and after using Swenson's shop and tools changing sprockets, he purchased a spoke, putting it in the wheel, and bought some other standard article upon which the margin of profit is small. The entire bill came to 54 cents and the young man handed Swenson a fifty cent piece and a nickel.

Swenson hit the cash register somewhat savagely as the young man had taken a lot of his valuable time in asking foolish questions, besides using his tools. He prepared to give the young spendthrift his one cent change.

"Oh, never mind the change," said Crocsus. "Just give me a cent's worth of Indian heavy cylinder oil."

Swenson is a strong man physically, his heart has never shown any signs of weakening, and he has always shown coolness in times of emergency, but in this instance he had what is commonly known as a fit.

When he recovered from his surprise he gently explained to the young man that as the particular brand of oil he wanted cost $1.25 a gallon, and as he had never had the time to ascertain the exact number of drops in one gallon, he was sorry, oh! so sorry that he could not sell one cent's worth.

Another dealer who heard Swenson's story said that it recalled a somewhat similar experience which fell to him several years ago, but in this case it was a cheap second-hand bicycle and not a motorcycle that was involved. The owner of it also wanted a new sprocket but not in exchange for the old one.

"What's the price of a 12-tooth sprocket?" he inquired.

He was given the information.

"Then what will one with ten teeth cost?"

He was told that the price was the same as on the other sprocket.

"Are the prices of all sprockets the same?"

He was given an affirmative answer.

"Then let me have the one that has the greatest number of teeth on it."

As the dealer responsible for this story told it with a fishy look in his eye it would be unfair to print his name.

Empire's New Rubber Belt "Catches on."

An instant demand for their new rubber motorcycle belt—the first one of American manufacture—which was first displayed at the Chicago show two weeks since, is



reported by the Empire Automobile Tire Co., Trenton, N. J. The accompanying illustration will convey a general idea of the belt as it is packed for shipment. It is of the V-type, of course, and is made in four sizes.

Motorcycles Figure at Denver Show.

For the first time, a motorcycle section was included in the Denver (Colo.) automobile show, which held the boards on Tuesday, Wednesday and Thursday of this week. Those who exhibited were: Tom Botterill, Pierces and Harley-Davidsons; Hathaway Motor Co., Indians; P. A. Mead, Excelsiors; Boot Cycle Co., Reading-Standards; and Fred H. Williams, Thors and N. S. U.'s.

Ottawa to Have a Fireproof Building.

The Ottawa Motor & Cycle Co., Ottawa, Ill., is preparing to break ground for a modern two-story store and garage. It will be built of concrete blocks and of course will be fireproof.

Sachs in New Store on Race Street.

Jacob Sachs, operating as the Milton Motorcycle Co., has opened a new store on Race street, Cincinnati, O. He has the agencies for the Thor, Harley-Davidson, Royal and New Era.

Parris "Opens up" in Philadelphia.

E. L. Parris, Jr., a former New Yorker, has "opened up" in Philadelphia, at 2210 North Broad street. He is handling the M-M line of motorcycles.

TROUBLES OF THE FRENCH DEALERS

New Sunday Closing Law Hurts—Taxation of Tri-Cars and Quadricycles as Motor Cars Another Grievance.

In France the dealers in cycles and motorcycles are having their troubles due to the enforcement of a new Sunday-closing law.

As is the case in practically all other countries, Sunday is about the most profitable day in the week and as the law forbids not merely the sale of goods, but the opening of repair shops, considerable hardship has resulted. As an alternative, the dealers' association, which is said to number about 8,000 members, applied for permission to close their establishments on one other day of the week, but the petition was rejected. In a few cases, however, the association has convinced local authorities of the necessity for Sunday opening and obtained consent, but generally speaking the cycle stores and repair shops are shut tight on the Sabbath and the touring cyclist who encounters trouble away from home is in consequence "hard put" to obtain the wherewithal to remedy it.

Recently the French government has also decreed that tri-cars and quadricycles shall be considered motor cars and be taxed accordingly. As the fee imposed on dealers handling cars is excessive, the cycle dealers' association is endeavoring to induce the government to reverse its attitude, but with small prospect of success. It is feared that the decision will practically kill the sale of the three and four wheeled motorcycles, as few dealers can afford to pay the tax imposed.

The association appears to fill a generally useful role. It maintains an office and a secretary in Paris and among other things it assists its members in taking out patents or trade marks and otherwise gives advice in legal matters. The "curbstone broker" and "vest-pocket dealer" appear to have been very numerous in France, but during the past year the association obtained guarantees from the manufacturers and wholesalers that they will no longer deal with other than established agents and in no case give trade discounts to persons not actually engaged in the trade. The makers and dealers have given assurances also that they will no longer mail catalogs or other printed matter giving discounts in open envelopes as it has been found that this is a prolific source from which arises too general information regarding the cost of goods.

Bulgaria Increases Its Buying.

According to foreign reports the cycle trade in Bulgaria is steadily increasing and "promises well for the future." Last year the demand was brisk in all of the principal markets," says the report.

IDEAL LAMP FOR THE MOTORCYCLE

Positive and Negative Virtues It Should Possess—Londoner Suggests Specifications for a Model Type.

Dealing with the matter of motorcycle lamps, P. W. Bischoff, a Londoner, who recently read a paper on the subject, named the following as being "positive virtues" of the ideal lamp:

1. The projection of the light.
2. The concentration of the light.
3. The brilliance of the light.
4. Excellence of design and manufacture.

Of the "negative virtues" he enumerated these:

1. Absence of "back glare."
2. Avoidance of flickering of the light.
3. Saving of strain on the lamp bracket.
4. Low consumption of carbide.

"In the first place," he asks, "what is it we motorcyclists want? Imagine yourself in the saddle, on a dark night, in strange country, with 30 miles to cover before your next meal, and the distinct sensation of a vacuum—a thing abhorred by nature—in juxtaposition to your watch chain. You will doubtless wish to travel as fast as possible, and all the time you will sit with your eyes glued on to the furthest point ahead that you can see, and the further that is the faster will you be able to travel in safety. By day we do not, practically speaking, notice where we are looking, unless we are approaching a sharp turn, when we have to slow down in proportion to our approach to that turn.

"By night we are, to all intents and purposes, perpetually on the approach to a blind corner, the 'corner' being the furthest point ahead that we can see. It is really very seldom indeed that we glance at the road immediately to the side, or even in front of us. We want to know what is ahead of us. We want to be able to ride as if the corner was at least 60 or 70 yards, if not the full hundred, ahead. Therefore, I really do think that the side rays can be neglected. If the projected beam illuminates the road sufficiently as little as even 50 yards off, I submit that there is certain to be enough light at the sides to see the curb or the ditch. I mean by this that we should concentrate our energies on the projection of this beam, and not on the production of side rays. That is way I place 'projection of light' as the prime necessity."

Mr. Bischoff outlines the ideal bow of light as oblong, 15 yards wide by 10 yards high, and 100 yards ahead. He does not expect to obtain this yet awhile, so, for the present, he put it at a circle of light 10 yards in diameter, the center being projected to strike the road about 30 yards in front of the lamp. This deals with "concentration." The actual "brilliance"—i. e., the volume of light produced—depends on the size of the lamp employed, and on motorcycles this is a strictly limited factor. Yet, given a burner of a definite size—say, 10 litres per hour—much still depends on what use is made of this light by efficient lenses and reflectors.

The "negative" virtues also are of considerable importance. Back glare can be avoided by correct construction, and it is less noticeable in the case of the lens-mirror type of lamp. "Flickering" is probably due to dirt or water in the gas passages, or to a weak bracket; the remedies are obvious. Strain on the lamp bracket is a question of design, and a good way out of this difficulty is the use of a forked lamp bracket, by means of which the weight of the lamp is carried between two arms. The consumption question is not directly important; it gives an indication as to efficiency, or lack of it.

Bischoff then deals with the scientific aspect, classifying and explaining the difference between the front-lens and the lens-mirror types. In the former the light is reflected by a metal reflector to the lens, where the rays are deflected along a direct course. In the latter type the metal mirror is immediately behind the lens at the back of the lamp, and the rays are here collected and thrown forward in a narrow beam. Bischoff expresses his preference for the lens-mirror lamp, and with the burner set at an angle of 20 degrees to the vertical plane of the lens, so as to further concentrate the beam. He advances another point in favor of his choice, in that other users of the road are not inconvenienced to such a degree when meeting such a lamp as is the case when a lamp throwing a broad beam of light is used. He also favors the use of a shield over the front of the lamp; it keeps the top rays down and out of the line of sight.

A number of lamps and generators were exhibited and individually criticised by the lecturer, and later several were lighted by means of a D.A. outfit, and, the room lights being switched off, a comparison between them was to a degree possible.

In closing, Bischoff gave his specifications of the ideal lamp. It primarily would be of the lens-mirror type, with worked lens of lead glass of true parabolic form, with diameter of 4½ inches and focus of 2¼ inches. The body would be of sheet brass, finished in the best plating, it would have doors back and front, the glass (undivided) and lens both detachable and packed with asbestos. There would be a hood over the glass and a plated flange behind it, or else a flare front, to assist in the distribution of side light. The interior walls would be blackened, and the chimney pierced only at front and sides, so as to make it as absolutely "glareless" as the "Service" lamp. The burner would be a 10-litre Bleriot, carried in a holder adjustable for height, focus, and angularity, with a gas refining chamber and a detachable fitting for the tube from the generator. Behind the burner would be an eclipsing disc to cut out the long beam at will, not of black metal, but a light polished reflector which would disperse the light for town or traffic riding, but would not annoy other people, as these would still be protected by the plain glass in front and the blackened walls inside. The lamp would be attached to the stem of the handle bars by a forked bracket, the rear clip of which would be tapped and drilled to carry a drop-feed generator. Such an outfit would weigh about 4 pounds, "all on," and would cost about 50s.

Plan is Adopted to Save Humber.

Humber, Ltd., Great Britain's most famous cycle manufacturers, who got into financial straits due to operations in the automobile industry, is likely to weather the storm. The recommendation of the investigating committee that it be reorganized with a capital of £650,000, has been adopted. A new company will be formed to take over the property. Preferred shares will be exchanged on a 4 for 3 basis and common stock on an equal basis. It is expected that the reorganization scheme will make £126,000 available for working capital and keep the banks from stepping in and enforcing their claims.

Remedy for Fog Dimmed Lamps.

According to a man who has tried it, when fog, rain or mist so dims an acetylene gas lamp as to make it almost useless, the trouble can be remedied simply by stretching a light whilte silk or cambric handkerchief over the glass. The refraction from the moisture thus is overcome and the light is diffused instead of being projected in a long and narrow beam.

Slackness Good for Rubber Belts.

"If it is desired to prolong their life, rubber belts should be run slacker than the leather varieties," a few days since remarked Eugene Kicherer, the head of the N. S. U. Motor Co., than whom none is more competent to give advice on the subject. "The grip of the rubber is such as to render this possible and yet give the same results as a fairly taut leather belt."

Precaution Against Cold Feet.

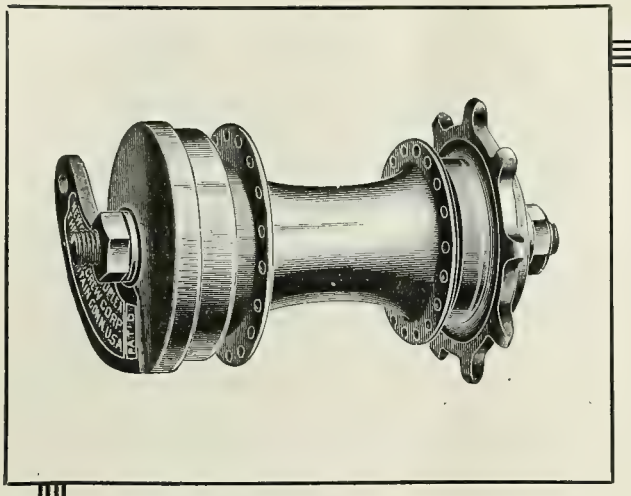
The information comes from abroad that the use of toe clips, that is, metal toe clips, helps to promote cold feet during the winter months. The "discoverer" recommends therefore that they be covered with cloth. But in America there are to be had leather lined clips that serve the same purpose.

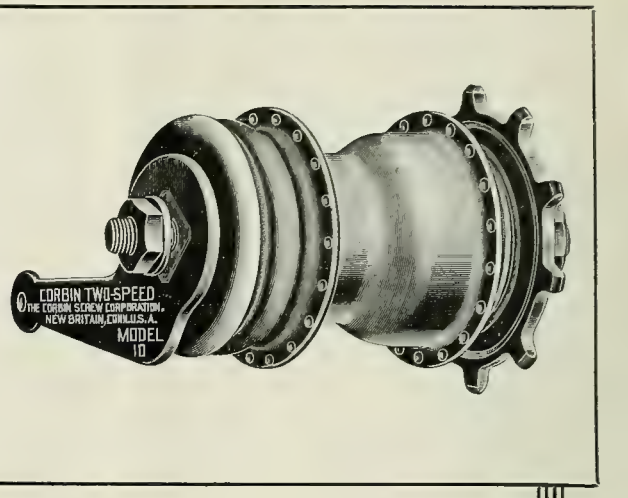
Simple Anti-Rust Treatment.

If seat posts and handle bar stems are given a coat of oil or vaseline before they are inserted in the frame it will prevent them from becoming rusted in; likewise will it make them easier to remove after the expander bolts have been loosened.

Fire Destroys a Grand Bend Store.

In a fire which destroyed four buildings at Grand Bend, Kan., on Saturday last, Selle's bicycle store was wiped out.





THERE IS ONE SURE WAY

to assure satisfaction—

SPECIFY

The Corbin Coaster Brake

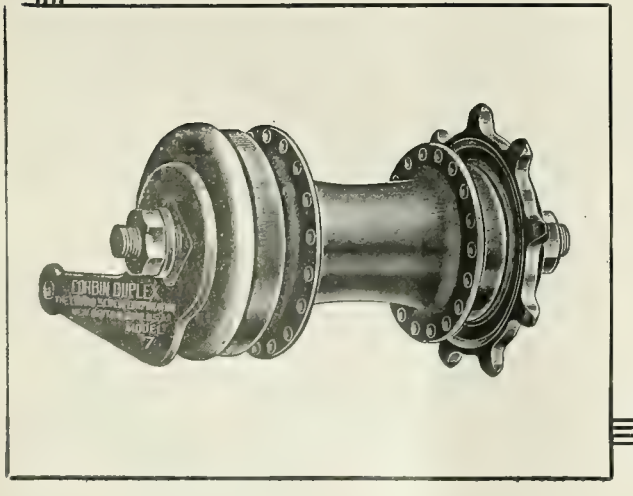
when you place your order for
your bicycle or motorcycle.

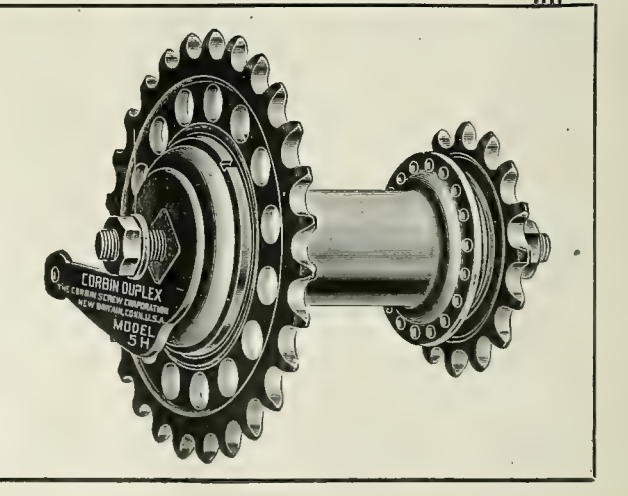
Other coaster brakes may give good service but the record of the Corbin proves that it will do so. Why take the risk of disappointment when it is unnecessary?

CORBIN SCREW CORPORATION

NEW BRITAIN, CONN., U. S. A.

LICENSED COASTER BRAKE MANUFACTURERS.





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FOUNDED 1877

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, FEBRUARY 20, 1909.

"The Bicycling World surely is a wonder. I couldn't think of doing without it. I enjoy it so much that I usually haunt the postoffice when it is due."—Dr. E. Boerner, Eden Valley, Minn.

The Disinfection of Amateurism.

While the housecleaning of the National Cycling Association is not as thorough as every exponent of amateurism may wish, it is a great deal better than no cleaning at all, and the fact that two promoters have committed themselves to a more wholesome state of affairs is in itself an encouraging sign. Promoters have been directly responsible for much of the befoulment that has occurred and it is well that they be made aware of their culpability.

If the Clifton cesspool was not completely disinfected, the tardy "invitations" extended to certain doubtful amateurs, coupled with the outright transferral of a number of others several months since, will serve to make things smell more sweetly and permit the new owners of the Clifton track to do business in a more wholesome atmosphere. While we have small sympathy with the policy that requires sworn testimony to convict suspected amateurs—there are many men whose word is as good as their affidavits—we have less sympathy for the contention advanced at the N. C. A. meeting that no amateur should be convicted because there may be others equally guilty who may escape their just deserts. The latter procedure would result in stagnation. "Turn the rascals out" whenever and wherever and however they may be discovered, is the only logical policy.

Self-Obscuration of the Sun.

In reporting the evolution of a Philadelphia social club, which years ago was a bicycle club, into an automobile organization, the man who conducts the automobile department of the New York Sun and who certainly should know better, repeats in new form that old libel on cycling. Instead of referring to the "passing of the bicycle," etc., he gives the old calumny a new twist by speaking of bicycle clubs as "a thing of the past." As in New York City alone there are more than twenty bicycle clubs in active existence, and only two automobile clubs, it is quite evident that what one reads in the Sun is not always so, its motto to the contrary notwithstanding. If the Sun and any other publication maintaining an automobile column and giving space daily to the Johnny's-got-a-new-oil-can style of items pertaining to automobiling and automobile organizations whether located in Walla Walla or New York, would devote even half as much space to cycling, they speedily would discover that there are four or five times as many cycling clubs, not to mention motorcycle organizations, as there are automobile bodies and that their activities are as interesting and far more numerous.

The Case of Gardner of Salt Lake.

It is greatly to be feared that Chairman Kelsey, or whomever may be responsible for holding up the choice of the N. C. A. representative for the Salt Lake district considerably exceeded his authority. The office is an elective one and no official in any organization has power to over-ride its constitution and by-laws or to say that any officer shall not be voted for at the annual election, even though a franchise holder or anyone else may request it.

It is the franchise holder's right to be present and nominate any man he pleases, but his right ends there. He cannot delay or otherwise hold up an election. The precedent established is a mischievous one. It gives color to what many have suspected, i. e.: that the sport is being directed not so much for the best interests of cycling and the public as for the pocketbooks of track owners and promoters.

Generally speaking, when promoters or racing men or both object to the re-election or reappointment of an official no better reason can exist for his re-election or reappointment. Usually such objections spring from stern enforcement of rules and when officials are found who do not fear to apply them and all of them, he should be retained at whatever cost. He stands for the sport and for the public as against selfish interests.

This seems the case in Salt Lake City. On the evidence at hand, and which is reprinted in another column, it will be disgraceful if Mr. Frank L. Gardner is not re-elected as the N. C. A. representative at that point. That gentleman appears to be one of the few who is fully conscious of his duty and who does not shirk responsibility. His determined action in ordering the owners of Salt Palace to resurface and strengthen their track is refreshing and proves his fitness for his position. Usually it is the practice to wait until some one is killed before taking such action, and the fact that only a few months since the dangerous condition of that particular track came near causing a funeral amply justifies Gardner's stand. If the N. C. A. does not support him and permits the franchise holder to escape the expense of resurfacing, it will be a culpable party to any eventualities that may arise.

While the bicycle dealer has proved the backbone of the motorcycle industry, and although the exclusive motorcycle dealer now is becoming numerous, it is to be observed that not a few of the men who are embarking in the newer business are "taking on" bicycles also. Two such announcements in as many weeks indicate that the law of compensation is still at work and serve to show how one business helps the other. The returns from bicycles still "help to pay the rent" in very many places.

Nothing of recent occurrence so well serves to accentuate the remarkable niche occupied by the bicycle as the wave of Marathon foot races that is sweeping the country. The contestant who is not accompanied or attended by a cyclist is the exception and not the rule and with no other means of locomotion, unless it be motorcycles fitted with two speed gears, is such attendance possible.

TRACK TROUBLES BUZZ IN ZION

N. C. A. Stirs up a Hornet's Nest by not Reappointing Gardner—Kelsey and Gardner Explain Their Positions.

Failure to reappoint Frank L. Gardner, of Salt Lake City, representative of the National Cycling Association for the Rocky Mountain District which embraces Utah, North Dakota, South Dakota, Colorado, Arizona, New Mexico, Oklahoma, Indian Territory, Kansas, Nebraska, Wyoming, Montana and Texas, seems to have stirred up a veritable hornets' nest in Utah, the section most vitally concerned.

So far as can be ascertained the cause of the trouble is the unsettled condition of affairs in Salt Lake City. As is already known, Harry Heagren has been secured as manager for the Salt Palace saucer in Salt Lake City, and the Glenwood saucer, in Ogden. Despite the fact that the Salt Palace saucer is in litigation, Heagren avers that his contract is not affected in the least and that regardless of the ultimate outcome of the suit he intends to resurface the Salt Palace saucer and conduct races in accordance with his original plans.

While Heagren is working upon his plans for the forthcoming season, the Heaths are engaged in bitter warfare for the control of the Salt Palace property. Frank, Henry and Joseph Heath, three brothers who claim interests in the Salt Palace grounds, say that they control one-third interest in the bicycle track, which third is being leased them by the Walker estate. Frank Heath says that Heagren has not consulted him or his brothers regarding a lease on the bicycle track, and the entire matter seems to be a rather jumbled up affair. Frederick Heath, the owner of the Salt Palace has locked his three sons out of the place, and the latter have asked that a trustee be appointed to amicably settle the family affairs. The brothers state that they have expended $10,000 in improvements on the grounds and that they hold a third interest in both the Salt Palace and the bicycle track, which their father claims is not so.

According to advices from Salt Lake City it is stated that Gardner's reappointment as the N. C. A. Rocky Mountain representative was held up pending an investigation and straightening out of the tangled affairs of the Salt Palace track. It is said that the Heaths registered a strenuous kick against the reappointment of Gardner, claiming that they had not been fairly treated by the latter in his decisions bearing on the squabbles between the Salt Palace and Saltair tracks last season.

Generally speaking Gardner has been regarded as the best representative that the National Cycling Association ever had in Salt Lake City, and it will be unfortunate if he forsakes the sport. Gardner has stated that he is not particularly seeking the reappointment but that, if he is to be let down, he shall see that it is with a clean record, which he and many others believe he is entitled to.

Several days after he learned that his reappointment had been held up Gardner received official notification of the fact in a letter from Chairman Kelsey, the following portion of which was published in the Salt Lake Evening Telegram:

"The Salt Palace people asked that your appointment be temporarily held up, but it is left in my power to appoint you or your successor. They preferred no charges against you, but as the Salt Palace people are among the franchise holders in that district I found it necessary to hold up your appointment until I could ascertain the reason for their objection to you, which is in line with a precedent that has been established by the National Cycling Association. I hope that you will be able to adjust matters with the Heaths and that I will again be able to reappoint you."

When asked what he intends to do about the matter, Gardner said:

"I'll do nothing, as I merely wanted to know if charges of any kind had been filed against me. If so I wanted to obtain an opportunity to defend myself and step down with a clear record. I don't care for the job and do not want it under such conditions, but I would not have stepped down without having had a chance to defend myself.

"I don't know whether I would take the job now if Mr. Kelsey should see fit to offer it to me. The one big objection that the Heaths have lodged against me arose because I insisted that the track must be resurfaced and repaired for the protection of the riders and the safety of the public.

"Even if I should reconsider and take the position if it is tendered me, I would insist that the track be resurfaced and that some of the supports be replaced. As far as going to see the Heaths and squaring matters so that I can be reappointed—why, it is to laugh. I don't want the job that badly. I am not as easily swung about as that. I want to represent the N. C. A. or nothing.

"When I took the position I did it for the good of the game and did only what I thought was right and just to public, promoters and the riders, and now I have but this else to say: If my appointment depends upon the sayso of the Heaths as against the votes of the other two tracks, I would not have it under any consideration."

Forsakes Racing for Business.

Another prominent French crack has forsaken the uncertain allurements of racing for the more certain returns of business. Hippolyte Aucouturier, who twice won the Bordeaux-Paris and finished first twice in the classic Paris-Roubaix road races, has retired and started in business. He now is the agent at Bourges for a well known line of French bicycles and automobiles.

BICYCLE RACES AT FLORIDA MEET

New Feature Added to Program for Annual Sandfest at Daytona—The Card of Motorcycle and Bicycle Events.

Not only will automobile and motorcycle races be held on the beach at Daytona, Fla., during the week of March 23d to 26th, but for the first time in the history of the mid-winter tournament bicycle races for both professionals and amateurs will be included in the program.

Entry blanks were sent out this week by the Motor Contest Association, Inc., which is promoting the contest under the management of W. J. Morgan, and it is due to his present interest in motorcycling and his past identification with cycle racing affairs that bicycles and motorcycles have been accorded such a prominent place in the program.

Two motorcycle races, one a 100 miles "Marathon" and the other an hour record trial to attempt to break the world's record, besides time trials at distances of one kilometer, one mile, 5 and 10 miles, have been carded. The bicycle part of the program includes both amateur and professional straightaway races at ¼, ½, one mile and one kilometer distances, in addition to time trials at one mile. Cash and medals to the value of $1,000 have been set apart for these races, so there is an excellent chance for several professionals to enjoy a vacation in Florida, establish some world's records and return with money in their pockets. As many of the professional sprinters and pace followers are in Atlanta, Ga., at the present time it is likely they will avail themselves of this excellent opportunity. Unless there are four starters in every race the prize list value will be reduced one half, but it is hoped there will be no necessity for this. Following is the motorcycle and bicycle part of the program:

Motorcycle Marathon, 100 miles, two classes, 30½ and 61 cubic inches piston displacement. F. A. M. rules. Prizes, gold, silver and bronze medals. Entry fee, $5.

One hour motorcycle record race, to beat the Brooklands, England, track record of 67 miles 1,655 yards, standing start, two classes same as above. F. A. M. rules. Silver shield to first; bronze shield to second. Entry fee, $5.

Motorcycle speed trials, kilometer, mile, 5 and 10 miles.

Bicycle races and trials.

Amateur and professional straightaway bicycle championships under the sanction of the N. C. A., ¼, ½ mile, kilometer and mile races. Cash prizes to professionals and medals to amateurs. $1,000 in prizes. $150 cash extra for the fastest mile. Mile motor paced bicycle record trials. Prizes, $100 first prize for each professional race, $50 to second, $25 to third. Entry fee, amateurs, $1. Professionals, $2.

PUTTING A CURB ON PROMOTERS

Cash Taking by Amateurs Provokes Breezy Discussion in the N. C. A.—Important New Rule Adopted.

As was fully expected, the adjourned meeting of the National Cycling Association at the Hotel Bartholdi, New York City, Wednesday night, 17th inst., was not wholly a peace conference. Three leading eastern amateurs were invited to become professionals and a movement was started whereby it is expected that amateur sport will be considerably purified in the future. The amateurs against whom charges of professionalism were preferred were Frank W. Eifler and Joseph M. Eifler, both members of the Century Road Club Association, and Fred W. Jones, of Passaic.

The meeting was called to order by President D. M. Adee, those present being Charles B. Bloemecke, for the Newark Velodrome; John H. Valentine, for the Clifton Stadium; Paul Thomas, Century Road Club Association; H. A. Gliesman, Tiger Wheelmen; R. A. Van Dyke, secretary, and R. F. Kelsey, chairman board of control.

At the annual meeting two weeks ago one of the items of actual business transacted was the virtual transference of three crack western riders from the amateur to the professional ranks. They were Alfred Crebs and Parley Giles, of Salt Lake City, and Alfred Halstead, of Sacramento, Cal., the last named being the "millionaire" bricklaying rider, who made so much money working as a mason a couple of years that since that time he has been able to galivant around the country and ride in amateur races without visible means of support. At the last meeting charges were preferred against Frank Eifler, but as others also were under suspicion it was thought best to adjourn the meeting until this week, when the matter could be gone more thoroughly into.

The first shot was fired when a specific charge of taking cash at the Clifton Stadium last summer, not only upon one occasion, but upon several, was preferred against Frank Eifler. One of the members wanted to know if all prize winners at the Clifton Stadium had not been paid in cash, and stated that if Frank Eifler is guilty the others equally are so.

This provoked a general discussion and President Adee wandered so far from the subject that it was intimated that the apparent filibustering was due to the fact that not only he, but several others also present, were members of the Century Road Club Association.

That intimation was the stick of dynamite that hurled Paul Thomas from the soft plush covered chair where he had been comfortably resting. Thomas was mad clear through. He jumped so high that he nearly hit the ceiling. When he came down he landed squarely on both feet with such a jolt that made his baby-blue eyes fire balls and sent a torrent of words gushing from his usually smiling lips. Thomas wanted it distinctly understood that he didn't give a continental hurrah in hades what club Frank Eifler or anyone else belonged to. He said he had always stood for fair sport and always would do so, and that if every member in the association were guilty of professionalism he would be the first one to vote to turn them all professionals. Thomas did not think it fair, however, to turn one rider professional when, as he understood, every one who rode at Clifton last summer took cash in lieu of prizes. If one was guilty all were guilty, he declared, and he held that all should be punished.

Mr. Adee re-echoed Mr. Thomas's passionate speech and as an upshot of the talk charges were brought against J. M. Eifler and Fred W. Jones, it being shown that upon one occasion Jones and Frank Eifler divided first money in a tie finish. Although it was intimated that other riders had taken cash there was not sufficient evidence at hand to warrant asking them to hereafter ride as professionals, but should any evidence be presented to the Chairman of the Board of Control he has the power at any time to transfer amateurs to the professional ranks, so there may be a number in a position under the guillotine.

Following the preferment of charges it was voted to invite Frank and Joe Eifler and Fred W. Jones to ride as professionals. These three riders, of course, have the right to appeal the decision, but there is small likelihood of them ever riding as amateurs again, as it is understood that sworn evidence is at hand to prove that the Eiflers and Jones accepted cash.

This action precipitated a discussion of the relations of the amateur rider and the promoter, and it was the opinion of every one present that a promoter who offers cash prizes to amateurs is guilty of an infraction of the rules, and should be disciplined. Careful search of the rules, however, failed to disclose any clause whereby a promoter may be punished. Mr. Kelsey explained that some years ago there had been a rule on the books whereby a promoter could be fined $50 each time he was convicted of giving cash to an amateur, but that the rule had been eliminated.

Mr. Bloemecke thought that there should be such a rule and he also stated that so long as he has anything to do with the promotion of race meets he will see to it that no cash is given amateurs either in the way of prizes or bonuses. Mr. Valentine promised that no cash will be given at Clifton this season. President Adee then appointed Mr. Bloemecke chairman of a committee to formulate fixed penalties for infractions of the rules by promoters.

They key-note of the amateur situation was struck by H. A. Gliesman of the Tiger Wheelmen, however, when he proposed an addition to the rules defining the duties of the referee. The addition is as follows:

"And it shall be his (the referee's) duty to attend to the delivery of all amateur prizes at all meets."

The motion was seconded by Mr. Bloemecke and carried by acclamation.

It is thought that this ruling, while it will make the duties of the referee harder than in the past, will tend to eliminate the giving of cash, in prizes, at any rate.

Mr. Bloemecke's committee also doubtless will make it punishable by fine for a promoter to advertise a prize worth a certain amount on the entry blank and which proves of much less value in reality. This has been one of the evils for some time past. Promoters have stated on entry blanks that a first prize, for instance, will be jewelry valued at $35. A watch usually is given, but it is one that can be purchased at any store for from $15 to $20. If a rule to this effect is adopted, and Mr. Bloemecke, who himself is a promoter, says that it should be adopted, riders throughout the country will rejoice.

San Jose Has Lively Race Meet.

After a lapse of several weeks racing at the Auditorium rink semi-saucer track, San Jose, Cal., was resumed on Lincoln's birthday, with Emil Agraz as manager. The events were interesting and good finishes were the rule, but the slow time, because of insufficient banking of the track, did not seem to please the spectators.

The most exciting event of the evening was the match between Krusich and Escobar. The first heat was a half mile sprint and Krusich kept the lead throughout, winning by a length. Escobar showed that he is stronger at pursuit riding as he defeated his opponent easily in the second heat, a mile pursuit. The final heat went for a mile, on the French style, both riders jockeying until within two laps of the finish. Then Krusich sprang his winning jump. Escobar came back with a sprint, but was defeated by a half wheel's length.

Escobar showed some class in the three miles handicap as he spreadeagled the field and won by a length from Charles Chaboya, with Hambly close up for third place.

John Berryessa, of the Garden City Wheelmen, rode a pursuit match against Fred Marten, the latter being mounted on roller skates. Berryessa overhauled and passed his opponent after riding 2 miles 4½ laps. The summaries:

One mile novice—Won by "Red" Gillett; second, J. Swords. Time, 2:48.

Two laps against time—Won by Joseph Krusich, 0:23; second, Inman, Escobar, Gillett and Pullizano tied, 0:24.

Match between Krusich and Escobar—First heat (one-half mile sprint) won by Krusich; second heat (one mile pursuit) won by Escobar. Final heat (one mile sprint), won by Krusich.

Three miles handicap—Won by Escobar (scratch); second, Charles Chaboya (scratch); third, Hambly (25 yards).

Current Comment

Although it is not possible to say "I told you so," I felt in my bones that it was coming—the motorcycle record for which the credit is due not to the man or the machine, but to the oil used, or to the nuts and bolts employed. The first record of the sort has "arrived." It is that six hours performance recently made in England. After making it, the young man apparently rushed to the telegraph office and wired the compounders of the oil he used the news of his, or rather its "triumph." The telegram is printed in the British papers.

* * *

In the heyday of the bicycle, it generally was difficult to tell whether it was the bicycle or its tires that were responsible for victory—the man usually was so insignificant that he was lost sight of—but compared with the bicycle, the motorcycle "opens up" such an enlarged vista of possibilities as to cause the former order of things to fade almost to nothingness. The hungry record-breaker or racing man whose "touching" capacity properly is developed, will be able to write testimonials not merely to the virtues of his machine and its tires; he will be limited by no such restrictions. For there is no telling when he may decide that his carburetter, or belt, or chain, or saddle, or fuel, or oil, each or all of them is wholly or partly responsible for his performance. He may be able to send telegrams of congratulation or write letters of praise to the manufacturers of each separate article and, of course, the most glowing communication will be sent to the manufacturer who has the best reputation for "properly recognizing" "true merit," when it is thrust under his nose. The opportunities for getting rich quickly via this route are simply immense and now that the British record breaker has pointed the way, it scarcely is likely that he will be permitted to monopolize all of the returns. At no distant day we all may expect to read in large black type: "Won on Skookum's belt dressing," and other such thoroughly convincing announcements.

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The F. A. M. served the world a good turn when it adopted its piston displacement limitation and rendered impossible the Babel of records which otherwise might have been created and which was in a fair way of befuddling the public. If the F. A. M. is wise it now will put the "kibosh" on Jack Prince and the other promoters, who so dearly love to honswoggle the public with "world's records for three lap tracks," and other sizes of tracks, which "records" are cheaper than dirt and wholly without standing. We had such a nauseating dose of them when cycle racing was in the ascendency that I am hopeful we may be spared them in the newer sport. We had "American records" and "world's records," so-called, for one, two, three, four and twelve lap tracks and all that lie between, indoor and outdoors, and for dirt, wood and cement surfaces for each size of track, for amateurs and professionals, in scratch competitions, in handicaps and against time, unpaced, and single, tandem and triplet paced, and the Lord only knows what else. It was a sorry meet that did not produce an "American record" or a "world's record" of some sort. The "record" depended wholly upon the ingenuity or fertility of imagination possessed by the promoter. It became sickening enough to turn the stomach of a rhinoceros, or to drive a temperance lecturer to the flowing bowl.

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Therefore I say that if the F. A. M. will resolutely remain on the job and prevent this cheap and nasty style of "record" and make it a punishable offense to announce other than bona fide and officially acceptable American records or world's record it will perform a public and far reaching service. If this is not done, that good old term "confusion confounded" scarcely will begin to describe the situation that is likely to result. Practically all of the phony bicycle records will in all probability be multiplied innumerably. We will be likely to have "records," for one, two, three and four cylinder machines, of all horsepowers, dimensions and piston displacements, belt, chain and shaft drive, by amateurs and professionals, in competition and against time, with flying and standing starts, and perhaps when the nimble witted promoters are hard pressed to announce "sensations," we even may have separate "records" for mechanical valve and automatic valve machines and for battery and magneto ignition, for each size and surface of track and each number of cylinders, and each cubic inch of piston displacement, and each form of transmission, and all the rest of the flubdub that goes with the "personally created" "records." If ever the sport attains great popularity, promoters with the necessary imaginations speedily will discover themselves and once allowed full play there will be no stopping them, and the bona fide record table will be rendered of but minimum worth. A preventive is better than a cure. The preventive is possessed by the F. A. M. competition committee and now is the time to apply it.

* * *

There is another thing, too, that it were worth while nipping in the bud—the promoters' practice of advertising or otherwise heralding the appearance of racing men whom they well know have no intention of appearing. At this moment Los Angeles is a case in point. The press agent or the second assistant press agent for Jack Prince's new track evidently has placed in a hat the names of all the prominent riders he could think of and pulls out a handful whenever he sends a notice to the newspapers. As a result, the California appetite is being whetted for the appearance of Huyck, Stubbs, De Rosier, Turville, Lawson and of even Lewis Strang, the automobile driver. It is dollars to doughnuts that not more than one of the men named will be on hand and unless the Los Angeles people are "easy," they will have just cause for resentment, and as Los Angeles has the reputation of being the best motorcycle town on the map, it will be a pity if the sport is injured by such humbug methods. As the same tactics prevailed on a previous occasion and long before Prince set his face toward the Pacific Ocean, he evidently is not to blame for the present offense, but he and his sponsors and all other promoters will do well to bear in mind that it is not possible to fool all of the people all of the time; in the long run it reacts and usually proves expensive. The same state of affairs existed when the L. A. W. controlled cycle racing and finally became so bad that billing a man to appear without his formal entry was made a punishable offense. Similarly punishment was meted out to the man who signed an entry blank and then failed to appear.

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A correspondent of one of the foreign cycling journals has discovered that erected on the steep hill there is a sign reading as follows: "To cyclists: This hill is dangerous. A stretcher may be obtained at Hurst College, below, when required," which reminds me of a story told by a friend who toured Great Britain some years ago. He was riding with an English acquaintance when he came to a cross road and dismounted to read the signboard. I forget the names of the towns, but they may as well be called Norfolk and Suffolk. The sign read: "To Norfolk, 7 miles. To Suffolk, 12 miles. If you can't read this sign, ask the blacksmith on the corner." Naturally he was convulsed with laughter, which his English friend was at a loss to understand. Several days later, however, while dining together in London, the latter suddenly slapped his knee and exclaimed:

"By jove, old chap! I see now why you laughed at that sign the other day. Just fancy, how ridiculous! Suppose the blacksmith couldn't read?"

Perhaps you've heard this yarn before, but nevertheless, it is supposed to be a true one.

THE ANNOTATOR.

Roy Wheelmen Card a Road Race.

At its meeting on Tuesday night the Roy Wheelmen of New York decided to promote one open road race this year, a 20 miles handicap, to be held in the vicinity of New York City on Sunday, June 13th, with June 20th as a rain date. It will be conducted under sanction of the National Cycling Association. The Roys plan to make this the biggest race held in New York in some years and probably will offer a motorcycle as first prize. The decision to conduct a race was unanimous, and nearly $50, in addition to several prizes, was pledged by the members as a starter.

WALTHOUR TWICE DEFEATS MORAN

Fogler Leads Root in Finish of Five Miles Open Event—Lively Contests Mark Two Meets at Atlanta.

Robert J. Walthour, of Atlanta, Ga., evidently has undergone a rejuvenation since the last six days bicycle race. After scoring two decisive defeats over Albert Edward Wills, the world's hour record holder, Walthour kept his winning streak unbroken by trouncing James F. Moran, of Chelsea, Mass., in two straight heats at the St. Nicholas Velodrome, Atlanta, Wednesday night, 10th inst. Despite the cold night a large crowd journeyed out to Ponce de Leon Park to watch their own "Bobby" put the zero sign on the New England winner of the six days race in which Walthour would have "blown up" had it not been for his partner, E. F. Root. But that is neither here nor there.

To tell the honest truth, the whole truth and nothing but the truth, and the remainder of the usual oath, it would have been unpardonable in Walthour had he not defeated Moran on Wednesday night. Moran had only finished riding in the six days race at Kansas City on Saturday night and he arrived in Atlanta the morning of the race, travel tired and with bad knees. Walthour had been resting all week, except for a little training, and to employ the vernacular, he "had it on" Moran, which, of course, was just what he wanted.

In the first heat Moran started off well and was leading slightly at 11½ laps, when Walthour's chain jumped the sprocket. According to the rules, in case of an accident in the first mile, the heat was to be restarted, and as it did happen within a few yards of the distance limit, there was nothing for Moran to do but to slow down and start over again.

Both heats were at five miles and Moran rode as doggedly as he knew how. Walthour was hard pressed in both heats and won by only a few yards. The time for the first heat was 7:55⅕ and the second, 8:29⅕. The summaries:

Five miles motor paced match, professional—First heat won by Robert J. Walthour, Atlanta; second, James F. Moran, Chelsea. Time, 7:55⅕. Second heat and match won by Walthour. Time, 8:29⅕.

One mile amateur pursuit—First heat won by Noon Hudson; second, Gilbert. Final heat won by Hudson; second, Gilbert. Distance one-third mile. Time, 1:01.

Two miles motorcycle match, professional—Won by Charles Turville, Philadelphia; second, Gus Lawson, Buffalo. Time, 2:12⅕

That Georgians enjoy bicycle sprint racing as well as motor paced events was unmistakably demonstrated at the St. Nicholas Velodrome, Atlanta, Friday night last, 12th inst., when Joe Fogler, of Brooklyn, defeated Edward F. Root, his winning partner in the Kansas City six days race, in the five miles open race for professionals. A large and enthusiastic crowd, numbering about 2,500 cheered when Fogler led Root across the finish line by a half length.

There were two professional sprint races on the program and although the motor paced match between Walthour and Moran was billed as the feature the crowd seemed to have more relish for the sprint races. It was the first time in some years that any good professional sprint events have been held in Atlanta.

Walthour repeated his victory of Wednesday night in his match against James F. Moran. Gus Lawson paced Walthour and Turville was in front of Moran. The race was a spirited one all the way, but Moran did not seem able to develop as much speed as his rival, who scored laps in the last half of the sixth, eleventh and fifteenth miles, winning by three laps and 73 yards.

It took two heats and a final to decide the half mile handicap and Root, Fred Hill, Walker, Wiley, Mackay and Ben Hill were on the marks in the first heat. Ben Hill had the limit and won easily, with Wiley second and Walker third. The second heat went to Fogler from scratch, with Williams second and Bardgett third, the unplaced men being Cameron and Senhouse. In the final heat Ben Hill "cut loose" and the low markers were not able to overhaul him before the finish. Wiley finished second, Senhouse third and Williams fourth, the time being 58 seconds.

Nine riders lined up for the five miles scratch and Fogler rode a clever race from start to finish, defeating Root, his late partner in the Kansas City race, by a half wheel. Wiley came around strong in the last lap and got third money.

Elmer Collins gave the crowd a "treat" when he covered two miles, motor paced, in the "remarkably fast time" of 3 minutes 59 seconds, which is 18 seconds slower than Iver Lawson's unpaced record. Gus Lawson defeated Turville in their two miles motorcycle match, winning by 73 yards in 2:11. The summaries:

One-half mile handicap, professional—First heat won by Ben Hill, Newark, N. J.; second, George Wiley, Syracuse, N. Y.; third, Gordon Walker, Australia. Time, 1:00⅖. Second heat won by Joe Fogler (scratch); second, Saxon Williams, Buffalo; third, Walter A. Bardgett, Buffalo. Time, 9:58. Final heat won by Hill; second, Wiley; third, Senhouse; fourth, Williams. Time, 0:58.

Five miles scratch, professional—Won by Joe Fogler, Brooklyn; second, Edward F. Root, Melrose, Mass.; third, George Wiley, Syracuse, N. Y. Time, 11:22⅖.

Twenty miles motor paced match, professional—Won by Robert J. Walthour, Atlanta, Ga.; second, James F. Moran, Chelsea, Mass. Time, 33:57.

Two miles motorcycle match, professional—Won by Gus Lawson, Buffalo; second, Charles Turville, Philadelphia. Time, 2:11.

CLARKE GIVES PARIS A SURPRISE

Australian Defeats Dupre and Vanden Born in a Gruelling Match—Macfarland and Schwab Riding Strong.

Justifying predictions that had been made regarding his riding in Paris, A. J. "Rocket" Clarke made good on Sunday, 7th inst., by defeating Victor Dupre, the French sprint champion, and Charley Vanden Born, of Belgium, acknowledged to be the two fastest riders in Europe at the present time, in a three heat match race at the velodrome d'Hiver. An enthusiastic crowd numbering 10,000 persons, although sorry to see their champion defeated, acknowledged by a soul-stirring burst of applause the wonderful speed of the popular little Australian.

Although there were several other good events the three-cornered match between Clarke, Dupre and Vanden Born was the feature of the meet, and quite naturally, a ripple of anticipatory excitement buzzed over the great throng when the three sprinters breasted the tape for the first heat, at 1,000 meters, or three laps. The Belgian led slowly the first lap and Clarke came to the front at the bell, but rode high, allowing Dupre to come through on the pole. At 200 meters to go Dupre began to sprint. As the riders entered the last turn it looked as though Clarke would give Dupre a beating, when Vanden Born squeezed in between the two, forcing Clarke high on the bank. Vanden Born finished first but was disqualified. The time was 1:37⅖, the last eighth mile being covered in 12⅖ seconds.

The second heat went for six laps and Dupre led for the first two, the next three consisting of jockeying. At the bell Clarke jumped and went around Dupre. The Frenchman thought that Clarke would likely attempt to sprint the entire last lap, and was therefore not surprised. He tried to meet the sprint, but Clarke fairly flew, and at 200 yards from the tape led by two clear lengths. As he entered the homestretch Clarke saw that Dupre and Vanden Born were beaten so he eased a little, allowing Dupre to come up to his hanger as he crossed the tape. Vanden Born almost defeated Dupre for second place, seven inches separating them at the finish. The time was 3:31.

According to the point classification the second heat left Dupre and Clarke tied so that a third heat was necessary to decide the match and the popularity of Dupre was attested when he came upon the track. A number of Americans and Englishmen were present and they yelled for Clarke. The distance of the third heat was the same as in the first heat—1,000 meters—and until 200 meters from the finish the position remained unchanged, Vanden Born leading, Clarke second and Dupre third. The Australian certainly showed that he is learning the tactics that win match races for the

foreign cracks for he beat them at their own game. It usually is the practice to jump at 200 yards to go, and Dupre apparently expected Clarke to go, as did Vanden Born. When the distance had been lessened by 50 yards Clarke had the Frenchman and Belgian worried. At 100 yards from the tape, with the crowd standing on the seats yelling frantically, Clarke and Dupre jumped simultaneously. Vanden Born tried to withstand the sprint but was passed and the battle between the Australian and French champions was as pretty a contest as one could hope to see. It was neck and neck until within a few yards of the tape when Clarke, by a magnificent burst of speed, went by Dupre and won by a half wheel. Vanden Born finished a length behind Dupre. Time, 1:39⅖.

Floyd Macfarland, Seigneur and Berthet contested the Prix Robertson, a 50 kilometers tandem-paced race, but the event did not bristle with excitement until near the finish. Berthet made the best start and followed by Seigneur and Macfarland the procession continued until the 20th kilometer when Seigneur passed Berthet. Ten laps later Berthet resumed the lead, while Macfarland apparently made no effort to better his position of third place. The race was uninteresting until three laps from the finish, when Macfarland went around his pacemaker and began a terrific sprint. Seigneur also detached himself from his tandem and began a neck and neck fight with Macfarland, while Berthet, thinking they would not be able to last the three laps, elected to remain behind his pacemakers. On the last lap Seigneur passed Macfarland and one of the tires of Berthet's tandem punctured, but as he was some distance behind he did not have a chance. Seigneur defeated Macfarland by five yards, in 1:00:18⅘.

Oscar Schwab was another American who showed well behind pace, as he finished second in a match against Leonard, Gombault and Bardonneau, and was defeated only because his motor got cranky in the closing miles. The distance was 40 kilometers. Schwab made a good start and succeeded in lapping Gombault and Bardonneau in the 17th lap, scoring a lap on Leonard just before the 20th kilometer. In the last ten kilometers Schwab's motor began misfiring and before it could be remedied Leonard had regained his lost lap and scored one on the former American. He won by this distance, Bardonneau being five laps and Gombault eight laps behind.

Schwab had additional misfortune when he lost the honor of holding the standing start unpaced kilometer record, which he broke some weeks ago, and which since had withstood attacks by several riders. There is a prize of $20 every time the record is broken and Rettich, a German sprinter, after finishing second in the course des primes decided to go against Schwab's mark of 1:16⅕. He made a wonderful ride, covering the first lap in 26⅖ seconds, the second in 22⅘, and the third in 26⅗ seconds, a total of 1:15⅘.

OUTDOOR RACING PLANS MATURING

Banner Season Promised with Three Tracks in Operation—Possible Additions to the Eastern Circuit.

Eight weeks more and the summer racing season will be ushered in at the Newark velodrome, it being announced this week that the opening meet will be held on Sunday afternoon, April 18th. Thereafter meets will be held every Sunday and holiday, and as soon as the weather becomes warmer, there also will be a Wednesday night meet every week.

Plans are maturing for a banner racing season, and although there are at the present time only three summer tracks in the east, the Newark Velodrome, at Newark, N. J.; the Clifton Stadium, at Clifton, N. J., and the Revere Beach saucer, at Revere, Mass.—there is a probability that a saucer may be erected in either Brooklyn, N. Y., or Springfield, Mass., or possibly in each city. At any rate, there will be plenty of racing for both riders and "fans."

John M. Chapman, who again has been engaged to manage the Newark Velodrome, has returned from Kansas City, where he promoted a successful six days race, and is getting ready for the Vailsburg summer season. There is a probability that a six days race may be held in St. Louis, and if so, Chapman will manage it, but the general opinion is that the riders have had sufficient long distance indoor races this winter, and they would now prefer to either rest or ride only in sprint races until the outdoor season commences.

Before sailing for Europe on Tuesday James F. Moran, part owner of the Newark Velodrome, brought the interesting news that Robert J. Walthour had been signed to remain in the east this season, and that a series of paced races for the championship of America will be one of the features of the coming season.

Moran stated that the program for a motor paced circuit calls for a series of seven meets at each of the three tracks. Newark, Clifton and Revere Beach, making 21 meets in all. Each track will have three men on a team, and one representative from each track will take part in every meet, taking turns in going to the different places. After this series is finished there will be another series of three races, one at each track, in which the leading point winner of each team for the season will take part. The winner of the most points in this final series will be declared the individual champion. If the arrangement can be brought about it will make a very good way to decide the paced championship.

Just what pace followers will be available is not yet apparent. Moran, after his return from Europe, will devote his entire time to riding, and Collins and MacLean, besides Walthour, are assured. If Wiley remains in this country he will make the fifth rider, and if the Bedell brothers decide to follow pace this season that will make seven riders. Root has stated that he will not do any sprinting this season, but follow the motors. Root made his debut last season and gave promise of developing into one of the cracks. Logan probably will be the ninth man for the circuit.

Motor paced races will be held every Sunday at the Clifton Stadium and on Wednesday nights, beginning in June, at the Newark Velodrome. Revere Beach will schedule meets upon holidays and intervening Saturday nights. It is understood that several amateurs have decided to take up the pace following sport, so it is possible that the amateur championships also may be held. W. R. Stroud, the Philadelphia crack, was in New York City last week, and while here stated that he intends to make an attack on all the amateur motor paced records up to 25 miles. The record for this distance was made ten years ago and Stroud thinks he can wipe it from the slate. The record was made by the late John Nelson at Montreal, and stands at 47:37. The attempt probably will be made in August at the Clifton Stadium.

Regarding sprinters for the East very little has been decided as yet. National Champion Frank L. Kramer has been signed for the Newark Velodrome, and it is likely that some of the western riders will remain here. Floyd Macfarland and A. J. Clarke are both in Europe and thus far they have not bound themselves to any management, nor will they do so until they return to America, which will not be for several months. Bardgett will go to Salt Lake City and his loss will surely be felt at Newark, as he was the only man to give Kramer a fight last season. Fogler says that he will ride for himself this year and make an effort to win the championship. There are many who think he could have done so last year, had he not elected to team with Kramer. Although no announcement has been made, it is understood that negotiations are being made with several European sprinters.

With Chapman holding the reins of the Newark Velodrome management, it is hoped that there will be none of the disagreement that cropped out at the beginning of last season, before he came east. It will be well to retain as officials such excellent judges as the Coburn brothers, and not have a lot of men who are incapable of counting laps or judging a finish, as was the case last year.

Vanoni May Quit Sprint Racing.

According to foreign advice Charles Vanoni, the crack Italian rider, will not be seen in competition in America this season. It is stated that Vanoni thinks the burden of his 32 years too great for him to compete in sprint races against younger riders and that he has determined to confine his attention to road racing in France and Italy during the forthcoming season. Vanoni is in New York at the present time.

IMPROVING THE ROADS IN KANSAS

Motorcycling Mail Carriers Develop Better Highway Conditions—Part Played by the Split Log Drag.

That rural mail carriers can be a powerful factor in the good roads movement has been demonstrated forcibly in Kansas within the last two years. Not strangely, the motorcycle has played its part in the campaign, as it has been through the persistent efforts of L. E. Job, a rural delivery carrier who uses a motorcycle in his work, that the State legislature now is beginning seriously to take up the important question of road improvement.

If an ordinary mail carrier, driving a team, succeeds in covering his route of 24 or 25 miles in six hours, he considers he is doing very well, says the Kansas City Star. The record, according to the post office department, is 3½ hours, made by Frank E. Howell, of Vliets, Kansas.

At Wellsville two carriers make their routes regularly in good weather in 2½ hours, and, if in a hurry they can cut this time to 2¼ hours or less. E. E. Stevenson, carrier on route No. 1, recently made his trip of 24½ miles and delivered mail to 64 boxes in just two hours. Both carriers use motorcycles, and both ride over roads which, owing to the development of interest in the matter of highway improvement, are largely kept in good shape by use of the split log road drag.

Five years ago the roads near Wellsville were in as bad condition as those near any of the Eastern Kansas towns. Then a few of the farmers began building and using road drags. In March, 1906, D. Ward King arrived and made two addresses and gave a demonstration of the drag. After the meeting 75 farmers agreed to build and operate drags. That was in the early spring when the condition of the roads was the worst of the year. In two months the good results were apparent.

In the spring of 1907 roads that had been dragged regularly were in so much better condition than in ordinary years that there was no comparison. Teams could be driven to town any day, with good sized loads behind them. To-day every road into Wellsville is given regular dragging.

The rural route carriers encouraged the work as much as possible. They built drags and paid for dragging parts of their routes where the farmers were unwilling to do the work, which sometimes was the case where the farmers failed to recognize the ultimate advantage the improvement would be to themselves in facilitating traffic and saving wear and tear of vehicles and harness.

L. E. Job, carrier on Route No. 3, worked hardest on the road improvement question and after he had succeeded in getting twenty miles of his road dragged he purchased a motorcycle and began delivering his mail in half the time previously taken when he drove a team. The motorcycle cost only a couple of hundred dollars, less than half the price of the cheapest motor car used by other carriers, and it was found practical. The expense of keeping it up was limited to a new set of tires every five or six months. Besides, he had more than half the day to spend on work at home.

Road dragging had been so successful in his case that he took up the work with the county organization of the rural letter carriers and when he attended the meeting of the state association he found himself placed on a committee to work for good roads. He corresponded with the carriers of the State and found that nearly all had found the road drag a good thing. At the 1908 meeting at Salina the State association adopted resolutions favoring a consistent and compulsory use of the road drag and asked the legislature to make it possible to have the roads dragged whenever needed and to make it possible to pay those who do the work. The resolutions also favored a payment of all taxes in cash, a State license for motor cars and the use of the money so collected in a public road fund.

Mr. Job was appointed as a committee on good roads and legislation and in the last two or three months has either seen or written to all the members of the legislature. Several bills have already been introduced and the carriers hope that something definite will result from their suggestions.

The rural letter carriers recognize the value of the rock roads but appreciate the fact that it will be many years before such roads become universal. Until such roads can be built they are asking for the next best thing, the steady and consistent use of the road drag.

ON AN OUTING IN ONE OF CHICAGO'S PARKS.



WINTRY LANDSCAPES THAT INVITE THE MOTORCYCLIST

Danville Club Holds an Election.

The Danville (Ill.) Motorcycle Club has elected the following officers: President, A. C. Byerly; vice-president, H. V. Benjamin; recording and financial secretary, Lovell Gillespie; captain, Herbert L. Miller; directors, A. C. Byerly, H. V. Benjamin, George Davis, Samuel Ferguson and H. L. Miller; racing board, H. L. Miller, Howard Smith, F. L. Fredericks, Fred Dickson and William Staudenmayer.

Pomona Valley Motorcyclists Organize.

The motorcyclists of Pomona Valley, which is in the fruit belt of California, have organized the Pomona Motorcycle Club and chosen these officers: President, H. C. McCoy; vice-president, J. H. Hathaway; secretary-treasurer, John Brown; captain, Lee Russell. The membership includes riders from the cities of Pomona, Lordsburg, San Dimas and Claremont.

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New Departure Standard Quality throughout.

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THE NEW DEPARTURE MANUFACTURING CO., Bristol, Conn.

HERE'S THE MASSACHUSETTS BILL

Full Text of Measure for Relief of Bay State Motorcyclists—Ten Days Exemption for Non-Residents.

The movement for the legislative relief of the motorcyclists of Massachusetts, which is being led by W. F. Mann, the F. A. M. commissioner for that State, now is under full headway, the bill designed to afford at least a measure of relief having been formally introduced into the legislature.

As the first bill relating wholly to motorcycles it is of more than usual interest and although, among other things, it aims to dispense with tags and to reduce the expense of re-registration from $2 to 50 cents per year, it is not exactly an ideal bill in every particular. It repeats one of the outrages of the present law—that of making it possible to revoke the supposed inalienable right of all citizens to the use of the public highways and is lacking in a few other respects. In order to secure its introduction before the date for the introduction of new bills expired, it was prepared rather hurriedly, but since its weak spots were recognized Commissioner Mann and the F. A. M. counsel are endeavoring to have them remedied by amendments.

The full text of the bill is as follows:

Be it enacted, etc.

Section 1. The term "motorcycle" shall be construed to mean a vehicle propelled by other than muscular energy, upon which the operator sits astride, and which is, or may be, fitted with pedals for muscular propulsion.

Section 2. All motorcycles in operation upon the highways shall be registered by the owner or person in control thereof in accordance with the provisions of this act. Application for such registration may be made by mail or otherwise to the Massachusetts Highway Commission, or any agent thereof designated for this purpose, upon blanks prepared under its authority. The application shall, in addition to such other particulars as may be required by said Commission, contain a statement of the name, place of residence and address of the applicant, with a brief description of the motorcycle, including the name of the maker, the number, if any, affixed by the maker, or character of the motor power, and the amount of such motor power stated in figures in horsepower. Said Commission, or its duly authorized agent, shall then register, in a book to be kept for the purpose, the motorcycle described in the application, giving to such motorcycle a distinguishing number or mark, and shall thereupon issue and deliver to the applicant a seal of aluminum, or other suitable material, which shall be circular in form, aproximately two inches in diameter, and have stamped thereon the words "Registered Motorcycle, No. ——, Massachusetts," with the registration number inserted therein, and year of registration, which seal shall thereafter at all times be conspicuously displayed upon said motorcycle to which such number has been assigned. A record of all applications for registration of motorcycles shall be kept by the Commission at its main office, and shall be open to the inspection of any person during reasonable business hours.

Upon the sale of any motorcycle the vendor shall immediately notify the Highway Commission of the sale, and of the name, place of residence, and address of the vendee; and if the vendor desires to use said registration seal upon another motorcycle, he shall make application to the Highway Commission for authority so to do.

Section 3. Every manufacturer of or dealer in motorcycles may, instead of registering each motorcycle owned or controlled by him, make application upon blanks provided by said Commission for a general distinguishing number or mark, and said Commission may, if satisfied with the facts stated in said application, grant said application, and issue to the applicant a certificate of registration containing the name, place of residence and address of the applicant, and the general distinguishing number or mark assigned to him, in such number as said Commission may deem reasonable, and made in such form and containing such further provisions as said Commission may determine; and all motorcycles owned or controlled by such manufacturer or dealer shall, until sold or let for hire, or loaned for a period of more than five successive days, be regarded as registered under such general distinguishing number or mark.

Section 4. Licenses for operating motorcycles shall be issued by the Massachusetts Highway Commission, or duly authorized agents thereof, whenever said Commission shall be satisfied that the applicant is qualified to properly operate a motorcycle. Application shall be made upon blanks prepared by the Commission for the purpose, and the licenses issued shall be in such form and shall contain such provisions as said commission may determine. To each licensee shall be assigned a registration seal in accordance with the provisions of Section 2, and a record of all applications for license and of all licenses issued shall be kept by the Commission at its main office, and shall be open to the inspection of any person during reasonable business hours. Each license shall state the name, place of residence, and address of the licensee, and the registration number assigned to him, the motorcycle or motorcycles owned or controlled by him.

The operator's license shall always be carried by the licensee when he is operating a motorcycle. Such licenses shall expire on the last day of December in each year.

Section 5. Motorcycles owned or controlled by a non-resident, who has complied with the laws relative to motorcycles of the state in which he resides, may be operated upon the highways of this state, for a period of not exceeding ten days without registration, subject, however, to the speed limitations contained in Section 8, and to any local regulations which may be in force.



Section 6. Every person operating a motorcycle shall, whenever upon any public street or way and approaching any vehicle drawn by a horse or horses, or approaching any horse upon which any person is riding, operate, manage, and control such motorcycle in such manner as to exercise every reasonable precaution to prevent the frightening of such horse or horses and insure the safety and protection of any person riding or driving same. And if such horse or horses appear to be frightened, the person in control of such motorcycle shall reduce its speed, and if requested by signal or otherwise by the rider or driver of such horse or horses, shall not proceed further towards such animal unless such movement be necessary to avoid accident or injury, or until such animal appears to be under the control of its rider or driver, and in case of extreme fright, shall reduce the motive power to a full stop.

Section 7. Every motorcycle operated upon any highway, during the period from one hour after sunset to one hour before sunrise, shall be provided with a lighted lamp, and shall show a white light visible at least two hundred feet in the direction toward which the motorcycle is proceeding.

Every motorcycle operated upon the highways of this Commonwealth shall be provided with an adequate brake, with a muffler, with a suitable bell, horn, or other means of signalling.

Section 8. Every person operating a motorcycle upon any highway shall run it at a rate of speed at no time greater than is reasonable and proper having regard to traffic and the use of the way and the safety of the public. If the rate of speed of a motorcycle operated upon any highway outside the thickly settled or business part of a city or town exceeds twenty miles an hour for a distance of one-quarter of a mile, such rate of speed shall be prima facie evidence that the person operating such motorcycle is running it at a rate of speed greater than is reasonable and proper having regard to traffic and the use of the way and the safety of the public. If the rate of speed of a motorcycle operated on any highway inside the thickly settled or business part of a city or town exceeds twelve miles an hour for the distance of one-eighth of a mile, such rate of speed shall be prima facie evidence that the person operating such motorcycle is running it at a rate of speed greater than is reasonable and proper having regard to traffic and the use of the way and the safety of the public. If the rate of speed of a motorcycle operated on any such way upon approaching a crossing of intersecting ways or in traversing a crossing or intersection of ways, or in going around a corner or a curve in the highway where the operator's view of the road traffic is obstructed, exceeds eight miles an hour, such rate shall be prima facie evidence that the person operating such motorcycle is running it at a rate of speed greater than is reasonable and proper having regard to traffic and the use of the way and the safety of the public.

The phrase "thickly settled or business part of a city or town" shall be deemed to mean the territory of a city or town contiguous to any such way which is built up with structures devoted to business, or the territory of a city or town contiguous to any such way where the dwelling houses are situated at such distances as will average less than two hundred feet between said dwelling houses for a distance of a quarter of a mile or over.

Section 9. The fee for each license to operate a motorcycle shall be $2.

A fee for the renewal of each license shall be 50 cents.

The fee for the registration certificate of every manufacturer of or dealer in motorcycles shall be $5.

Upon the sale of a motorcycle the fee for retaining the registration seal issued to a licensee as provided for under Section 2, shall be 50 cents.

The fee for each additional copy of a license or a seal shall be 50 cents.

The fees received under the provisions of this act shall be expended for the maintenance of state highways.

Section 10. Every person while operating a motorcycle shall stop, when signaled to by any police officer who is in uniform or who displays his badge conspicuously on the outside of his outer coat or garment, and shall give his name and address, or the name and address of the owner of such motorcycle; and shall produce his license to operate such motorcycle, and point out the registration seal to such officer, upon such motorcycle, if requested by such officer so to do.

The Massachusetts Highway Commission may, after due hearing, suspend or revoke the license or registration seal issued under the provisions of this act for any cause which it may deem sufficient.

Any person convicted of violating any provision of this act may be punished by a fine not exceeding $25.

Any person convicted of operating a motorcycle upon the highways of this Commonwealth after his license to operate has been suspended or revoked, or any person convicted of operating a motorcycle after the registration seal for such vehicle has been suspended or revoked, and any person who attaches or causes to be attached to a motorcycle a registration seal assigned by the Highway Commission to another motorcycle, or who obscures or causes to be obscured the registration seal attached to any motorcycle with intent to conceal the identity of such motorcycle, shall be punished by a fine not exceeding $100, or by imprisonment for a term of ten days, or by both such fine and imprisonment. Upon a third or subsequent conviction in the same calendar year of a violation of Section 8, the Commission may forthwith revoke the license of the person so convicted, and no new license or certificate shall be issued to such person, except in the discretion of said Commission.

Section 11. Whoever operates a motorcycle on any highway, recklessly, or while under the influence of intoxicating liquor, or so as to endanger the lives or safety of the public, or who without a reasonable excuse therefor goes away without stopping and making himself known after causing injury to any person or property, shall be punished by a fine not exceeding $100, or by imprisonment for a term not exceeding six months. A conviction of a violation of this section shall forthwith be reported by the court or trial justice to the Commission which shall immediately revoke the license of the person so convicted.

Whenever any person so convicted appeals, the said Commission shall immediately suspend the license of the person so convicted, and shall order the license delivered to it, and shall not reissue said license unless said person is acquitted in the upper court, or unless said Commission, in its discretion, or upon a hearing, decides to reissue it. No new license or certificate shall be issued by said Commission to any person convicted of a violation of this section until after sixty days from the date of such conviction, nor thereafter except in the discretion of said Commission.

Section 12. All acts and parts of acts, as well as all rules and regulations inconsistent herewith, or contrary hereto, are, so far as they are inconsistent or contrary, hereby repealed.

Section 13. This act shall take effect January 1st, 1910.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

TWO AMERICAN TEAMS FOR BERLIN

Clarke-De Mara to Join Macfarland-Moran in Germany's Grind—No Sunday Law to Abbreviate the Six Days.

America will be well represented in the international six days race to be held in Berlin during the week of March 15th to 21st, it having been announced that besides the team of Macfarland and Moran, A. J. "Rocket" Clarke and Walter De Mara also had been engaged for the German grind. Macfarland and Clarke already are in Europe. Moran is on the sea and De Mara left New York this morning (Saturday).

That the German six days race will be fully as important as the annual New York grind is indicated by the reports from abroad. There is no bothersome Sunday law in Berlin to hamper the promoters and in consequence the Berlin race will last 144 hours, which is exactly six days, or two hours longer than the annual contest in Madison Square Garden. It is likely that the Berlin promoters will reap a greater harvest than does P. T. Powers and the Madison Square Garden company, as the forthcoming race will not start until 10 o'clock Monday night, March 15th, which will make it finish at the same time the following Sunday. As the latter day is a holiday making occasion in Europe it is more than likely that the Zoological Gardens hall where the race will take place will be crowded to the rafters on the final day.

The organizers of the Berlin affair have not been without their difficulties although they now have been straightened out and most of the preliminary details settled. The owners of the Treptow and Steglitz outdoor tracks in Berlin did not relish the idea of independent promoters stepping in and making some money at bicycle race promotion so they appealed to the Verband Deutscher Radrennbahnen, the governing body in Germany, to not sanction the six days race. There is a rule which states there shall be only one track to every million inhabitants, but as the population of Berlin is 3½ millions there is, according to the statutes, room for 3½ tracks, so the owners of Steglitz and Treptow will have to be content with earning their dividends during the summer season.

As they won the last New York race Macfarland and Moran were able to command excellent terms. Just how much Macfarland will receive is not known, but he stated in a recent letter to a New York friend that he is getting a bigger bonus than he has ever received in the New York race. Moran sailed for Europe Tuesday of this week on the Kronprinzessen Cecilie, but before leaving stated that his contract calls for transportation to Berlin and return, a bonus of $750, and whatever prize money is won. The project is financed heavily and the riders are sure of their money as the German association will compel the promoters to deposit with it the bonus and prize money.

The team of Clarke and De Mara has not been announced yet, but is practically assured, as De Mara received word from his Paris managers to leave at once and telling him that he would be teamed with Clarke. He accordingly sailed on the American liner St. Paul this morning. As both De Mara and Clarke are excellent sprinters as well as stayers, they stand a very excellent chance of victory.

All the teams have not been selected, but the following are assured at the present time:

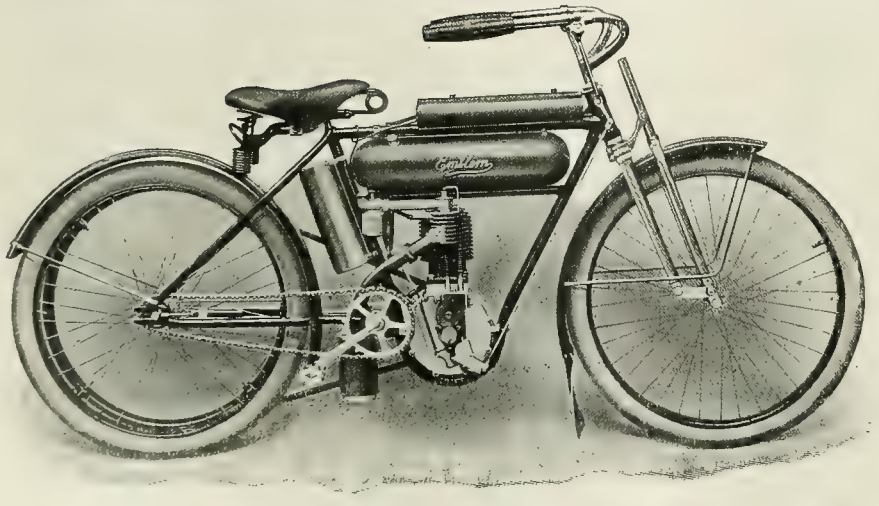
Macfarland-Moran, De Mara-Clarke, Brocco-Passerieu, Poulain-Leon Georget, Bader-Stellbrink, Techmer-Paroke, Carapezzi brothers; Stabe-Kudela, Berthet-Stol, Darragon-Hedspeth, Arend-Demke, Heiny-Hoffmann, Rudel-Tadewald, Robl-Theile, Hall-Peter, and Lucien Jacquelin-Edmond Jasquelin.

Oregon Motorcyclists Organize a Club.

The Portland (Ore.) Motorcycle Club, after several preliminary meetings, has become formally organized by the election of the following officers: President, E. W. Beeson; vice-president, A. J. White; secretary-treasurer, W. P. Brush; press agent, Fred Nowotny.

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Los Angeles to Have Two Tracks.

Although it was thought that E. L. Pickering's scheme to convert Fiesta park, Los Angeles, into an immense amusement stadium, which would contain a five lap bicycle track, had been laid on the shelf since Jack Prince started building his motorcycle track, such it seems is not the case. According to advices from Los Angeles, Pickering will begin work at once and about $20,000 will be expended on the project within the next 60 days. Much of this will be paid to erect a brick wall, 12 or 16 feet high, around the property. Pickering plans to hold the opening meet about the middle of April and is making negotiations with all the Salt Lake riders to go to Los Angeles. Meanwhile Prince's 3½ laps motorcycle track is rapidly nearing completion, despite delays caused by rain and inability to procure sufficient strips to surface the track. Arthur Mitchell, formerly of New Orleans, who developed into a crack of the first order last season, left New York City yesterday (Friday), with a stable of N. S. U. racing machines. Derosier already is in Los Angeles, and the Salt Lake City professional trio—T. M. Samuelson, E. B. Heagren and T. M. Whittler—will leave for the coast within a few days. Barring rain the opening meets will be held tomorrow and Monday, February 21 and 22.

Giving Collins Unearned Honors.

Were not modesty a part of his nature Hugh MacLean, of Chelsea, Mass., America's champion motor pace follower, might feel considerably put out over the way the Atlanta (Ga.) papers have been decorating Elmer J. Collins, of Lynn, Mass., with journalistic halos. Collins and his lusty horn arrived in the Georgian city last week for the purpose of meeting Robert J. Walthour in two match races. The Atlanta Journal, the sporting editor of which controls a large interest in the Atlanta track, says that "he disputes the claim of Hugh MacLean to the championship of America." Another paper says that "Collins is the champion of America, the Beau Brummel of cycledom," and that he holds all the records up to 15 miles.

In justice to MacLean, Moran, Walthour and others, it may be stated that Collins's name does not once appear on the record books, while the persons mentioned have had their names inscribed there for years. Likewise it may be added that Hugh MacLean is the champion of America, having last year won 110 points in competition. Moran was second with 50 points, while Collins came fifth in the list with only 30 points. In competition last year MacLean won 18 races as against two for Collins. So far as Collins's claim for being the "Beau Brummel of cycledom" is concerned, there are no statistics to disprove it, but there are those who will dispute it.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

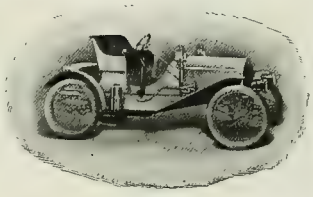
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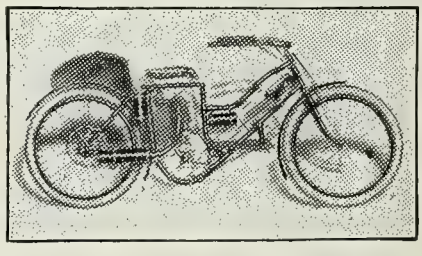
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CAUSE OF THE "ALL IN" FEELING

How Exertion Creates a Poison that Leaves Athletes Helpless—Cyclist Recalls Some Notable Instances.

"All racing men have at one time or other experienced the unpleasant sensation of getting hopelessly 'baked,' and many ordinary road riders have also had the experience," says R. J. Mecredy, in the Irish Cyclist. "It is generally referred to as having one's 'bad time,' and while it lasts, the rider, whether athlete or otherwise, is in a very hopeless and helpless condition, indeed. His breath is drawn painfully, and his legs feel limp and heavy as lead. In most cases, relaxing one's efforts will result in the rider regaining his fitness again, in which case he is generally in better form than before having his bad time. In other cases, however, he does not recover, and has to discontinue the contest.

"These facts have been learned by all athletes, but few know the cause. 'Baking' is really brought on by self-poisoning. The violent exertion causes such an excessive production of waste tissue that the skin, lungs, and kidneys are unable to carry it off, and until the balance is restored the rider will not recover. This can only be accomplished by temporarily moderating the severity of one's efforts, which, of course, in many cases means that the competitor is hopelessly left, and hence he is inclined to struggle on, and never really recovers. If he does, however, get an opportunity of a slight temporary rest, the clearance of his system of such a large amount of waste products has a wonderful effect, and he will in most cases ride much better than if he had not become 'baked.'

"Personally I have had many examples of this. I may mention two typical ones. In 1890, when riding in the N. C. U. 50 miles championship, I became absolutely 'baked' at 40 miles—in fact, in racing parlance, 'dead to the world.' Another lap or two at the speed at which the leaders were traveling meant relinquishing the contest, and, consequently, as a forlorn hope, I went to the head of affairs for the first time during the race and gradually slowed up, so as to get the much needed rest. The other riders did not 'tumble' to the situation until about a lap and a half had been traversed, but this had been sufficient to restore the balance between the production of the waste tissue and its outlet; and although they then tried to run me off my legs the attempt was a failure; in fact, I felt in better form and more confident than during any other portion of the contest.

"The other example occurred in a twelve hours road record-breaking tandem trial with T. Meredith, in 1893. On that occasion I got my bad time at about 40 miles, and it lasted for over half an hour; indeed, it looked as if the trial would have to be discontinued. Gradually, the balance was regained by my system, and from that to the end I felt in better form even than at the beginning of the trial.

"My tandem companion, Meredith, got his bad time at about 120 miles. I was very fresh at this period, and persuaded Meredith to put his feet on the foot rests of the machine. This he did, and in five minutes he had completely recovered. Possibly my bad time would not have lasted any longer if the same procedure had been followed. In this 12 hours' ride we were far faster in the last 50 of the 204 miles than in the first, and could, I believe, have done it in better time than if we had started fresh for a 50 miles race.

"The explanation, I think, was simply that the system had been cleared of waste tissue, and all the organs for getting rid of same were working freely. I was confirmed in this belief by the fact that Mededith lost 8 pounds during the trial, and the writer 12 pounds, we having weighed ourselves before and after. It will be seen, therefore, that between us we got rid of 20 pounds in the short space of 12 hours."

"Scrub" Races on a California Beach.

Rain put a stop to what, while it lasted, was an interesting "scrub" race meet on the beach below the Cliff House, San Francisco, Sunday last, 14th inst., but not before six races had been run. A fine hard straightaway course was found and the sport proved exciting, but no arrangements had been made for timing, as it was an experimental meet. All the events were at one mile, the most exciting being that between R. Lorenson, 7 horsepower Indian, and A. Chelini, 5 horsepower Thor. The latter made the better getaway and led nearly all the way, but was beaten at the tape by two feet. Lorenson also won another event, with Chelini second, W. G. Collins, 5 horsepower Indian, being third. E. Stone and L. Heise, riding respectively 3 horsepower machines of Thor and Merkel manufacture, had two match races, each scoring a victory. Dr. Letcher, 5 horsepower Indian, was beaten in two races by H. Keschnetzsky, on a 5 horsepower Thor.

Janitor's Lapse Postpones a Race.

Robert J. Walthour and Elmer J. Collins both got cold feet, not in the sporting sense of the term, but actually on Wednesday night, 17th inst. Walthour and Collins were to have met in a motor paced match at the Atlanta velodrome, but the janitor of the building forgot to light the fires in time to heat the hall, and in consequence it was too cold for them to ride.

Brandes Heads the Columbia Wheelmen.

At its last meeting the Columbia Wheelmen of New York City elected the following offcers: President, Otto C. Brandes; vice-president, Everett C. Wright; treasurer, Ferdinand Braun; financial secretary, Herman Romans; corresponding secretary, Thomas Swenson; marshall, Fred Kirshner.

ROAD RACE THAT LASTS 28 DAYS

Dates Fixed for Seventeenth "Tour de France"—Rules Revised and Require Riders to Make Own Repairs.

Plans for the 17th annual Tour de France, which will last 28 days, from July 5th to August 11th, are about completed, the itinerary having been announced last week. The riders will start from Roubaix on the first mentioned date the first control being at Metz. One day's stopover at each control will be allowed, other controls being located at Belfort, Lyon, Grenoble, Nice, Nines, Toulouse, Bayonne, Bordeaux, Nantes, Brest, Caen and Paris. The distance is 4,500 kilometers, exactly 2,794½ miles. The total prize money is 25,000 francs ($5,000), which has been apportioned as follows: 1st prize, $1,000; second, $400; third, $200; fourth, $100; fifth, $60; seventh $40; eighth and ninth, $30; and $20 to the remaining finishers up to and including the 25th. As there are six prizes, ranging from 500 to 50 francs to the leaders at each control, it is therefore possible for a rider to win $2,140, providing he finishes first at each control.

Some new regulations are being introduced into this year's Tour de France, the road race organized by L'Auto, a Parisian sporting newspaper. Neither pacers, followers nor feeders will be allowed, and the competitors will start as ordinary tourists. Assistance can be given only at the finish of the various stages and then only with permission of the marshals. All repairs to bicycles and tires will have to be made by the riders. In previous years attendants and pacers have been allowed, while in the case of well known cracks, automobiles filled with spare machines and tires have followed them throughout the contest, which lasts several weeks. It is to give every entrant equal chances that the new ruling has been made.

For the Road Championship of France.

The racing committee of the Union Velocipedique de France has announced that the annual 100 kilometres professional road championship of France will be held on May 20th. The awards will consist of gold, silver-gold and bronze medals, the course being from Versailles to St. Cyr, Rambouillet, Ablis, d'Anneau and return. As usual the riders will be paced by single bicycles.

One More Club for Baltimore.

To the ever increasing list of bicycle clubs in Baltimore has been added the Cycling Club of the Holy Grail, formed by boys belonging to the First Methodist Episcopal Church. Clarence W. Heisse is captain; Andrew D. Brashears, first lieutenant; J. W. Heisse, second lieutenant, and Frank Carter, color-bearer.



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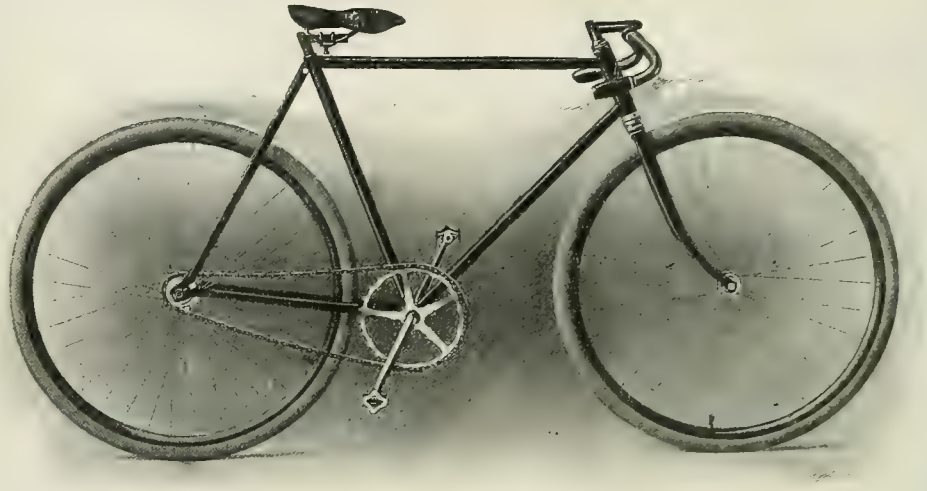
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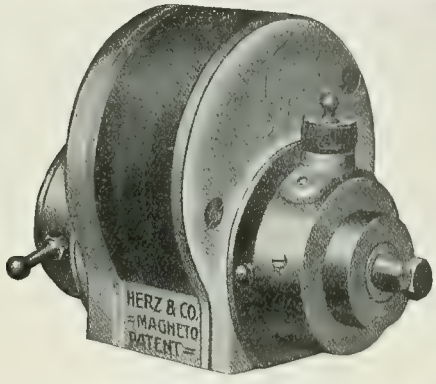
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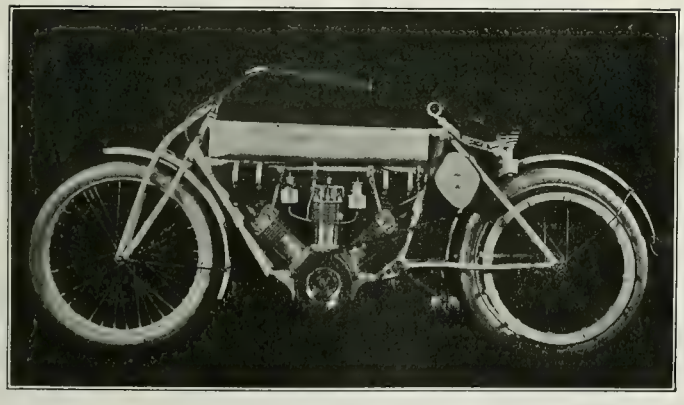
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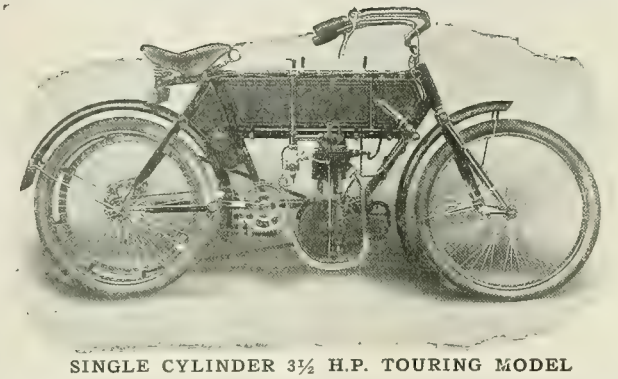
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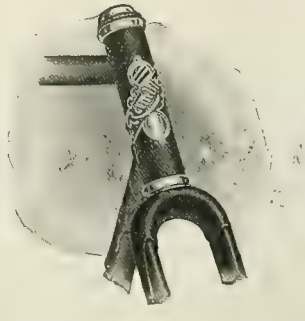
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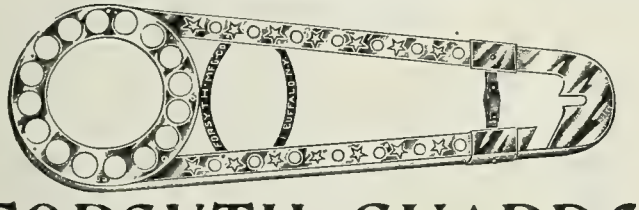
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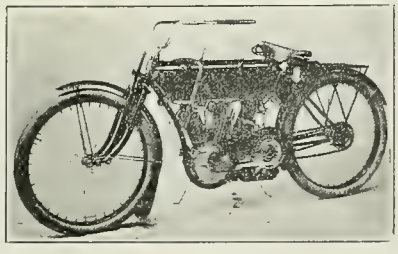
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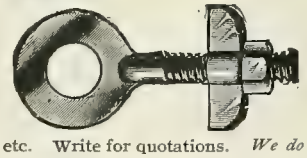
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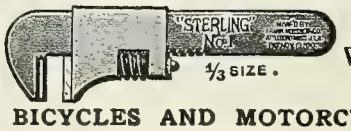
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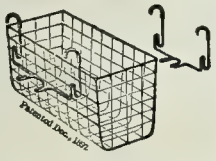
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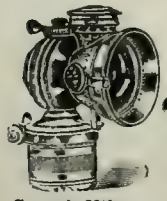
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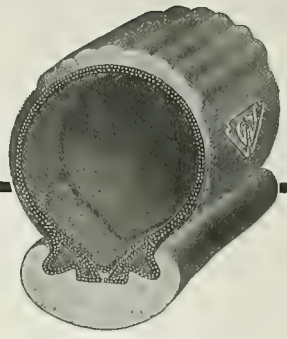
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The only chain having FRICTIONLESS ROCKER JOINTS. Insist on having the Morse Twin Roller. Fits regular sprockets.

SEND FOR CATALOGUE AND TRADE PRICE TO

MORSE CHAIN CO., Ithaca, N. Y.

Genesee Pedals Frame Sets
Also All Metal Parts for Bicycle Construction
JOHN R. KEIM MILLS, (Inc.) Buffalo, N.Y.

THE MARK OF QUALITY — B — THE BILLINGS & SPENCER CO. HARTFORD

We make special
DROP FORGINGS
for motorcycles. Let us quote you from your specifications.
The Billings & Spencer Co.
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Armac Motorcycle

What the Word ARMAC Stands For to the Prospective Agent or Purchaser.

1—It stands for square treatment of both new rider and old.
2—For the best of raw material.
3—For the best workmanship.
4—For the finest frame construction in the world.
5—For the neatest engine and least repairs on same.
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Don't you think that those are good reasons why you should investigate our proposition for agents and riders?

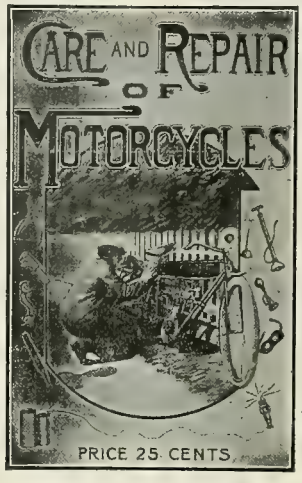


Think it over and let us know the result.

Armac Motor Co.
Dept. C.
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the value of



is measured by dollars not cents.

64 pages bristling with the useful advice and suggestion desired by all motorcyclists.

25 Cents

BICYCLING WORLD CO.
154 Nassau Street, NEW YORK

3 in One

Known by all cyclists, it should be known by

All Motorcyclists

It's the best lubricant for bearings and working joints obtainable anywhere in the whole wide world. Non-heating and never gums or dries out.



I used 3-in-One on high speed electric motors (running 2,800 revolutions a minute) and the bearings were not even warm. OSCAR T. D. BRANDT, Electrician, U. S. S. Newport, Annapolis, Md.

3-in-One Oil Company
42 Broadway, New York

PUCH, The Masterpiece Among Motorcycles
BUILT FOR THE MAN WHO WANTS THE BEST AND ONLY THE BEST.
WE HAVE A GOOD PROPOSITION FOR LIVE AGENTS. WRITE US TODAY.

Model A, 3½ H.P.....	$280
Model B, 5 H.P.....	340
Model C, 6 H.P.....	360
Model D, 4 H.P.....	300
Model E, 5 H.P.....	320

THE PUCH IMPORT COMPANY, Princeton, New Jersey

OVICO SPECIALTIES

YOU SAW THEM AT THE SHOWS

OVINGTON MOTOR COMPANY, 2236 Broadway, New York

Now's the Time to Prepare for the Spring Overhauling

which means that the

DEALER AND REPAIRMAN

who has not laid in his stock of

Kokomo Bicycle Tires





should be up and doing.

Long years of experience have proven that no tires give greater satisfaction or offer so much value for the money.

And now that there is a

Kokomo Motorcycle Tire



also available the dealer and repairman are in position to bid for that trade with the same assurance of giving unstinted satisfaction.

KOKOMO RUBBER COMPANY, Kokomo, Ind.

CLEVELAND BICYCLES

HAVE STYLE
AS WELL AS
DURABILITY

The Pope Manufacturing Co.
HARTFORD, CONNECTICUT

THE 1909 CLEVELANDS are full of style and beauty, as as well as superior mechanical features. Fine frame lines, clean cut oval rear upper stays with round brace, beautiful bell shaped hubs with spindle center, handsome Cleveland sprocket, striking nameplate, attractive spoke finish. Compare them with the many commonplace looking bicycles, which have no talking points or distinctive features. The thinking dealer will see that the bicycles he stocks this year have style and talking points as well as strength, and are not of the "commonplace" kind. And he will be sure the bicycles he sells are strictly up-to-date 1909 models.

MORGAN & WRIGHT MOTORCYCLE TIRES

will give the kind of service every motorcyclist wants—reliable service and a lot of it.

Such service will show up the machines you sell to the best possible advantage.

A rider is liable not to distinguish carefully between machine troubles and tire troubles, but will bunch them all together and lay them to the fault of his dealer.

You will have no excuses for poor service to make to your customers if you specify Morgan & Wright tires on the machines you order for the coming season.

MORGAN & WRIGHT, Detroit

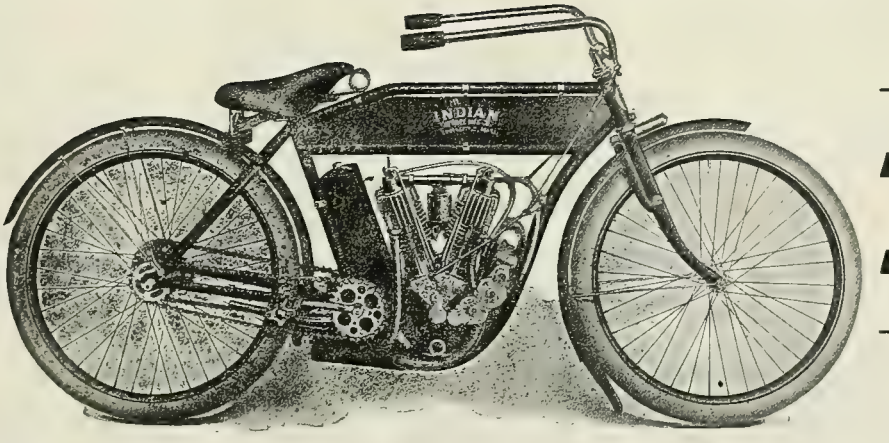
A Perfect Machine is the Simplest

THE INDIAN

Is The Simplest Ever Made

It has no unnecessary parts to care for, and the necessary parts are so designed as to do their work accurately, perfectly, reliably. That's why the INDIAN has more power for its size than anything built.

Best Quality — Greatest Power



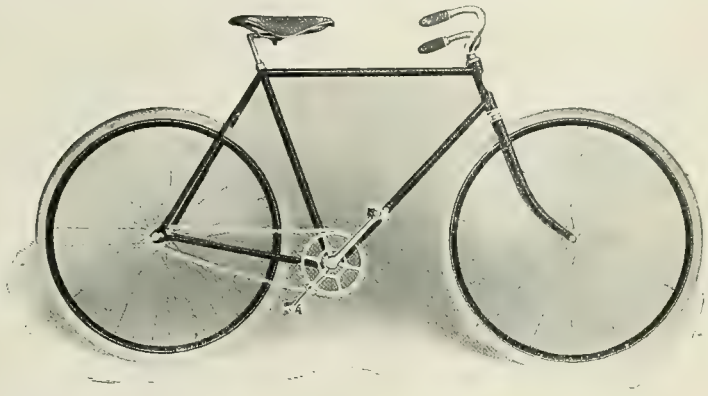
Holds All World's Records

Look at that continuous I beam reinforcement in frame tubing, and send for Catalogue B.

HENDEE MANUFACTURING COMPANY, Springfield, Mass.

The Selling Season Is Here!

Have you a stock of PIERCE bicycles on hand to take care of the demand that is bound to exist in your market for Pierce goods? You ought to have samples of the Cushion Frame Chainless—unequalled by any other cycle construction; the moderate-priced Cushion Frame Chain Model; the Racer Models which are ridden by the best cyclists of the world; the heavy-selling Roadster Model and the new and extremely popular Heavy Service bicycle.



The Pierce Line Is More Complete Than That Offered By Any Other Manufacturer.

If our line is not represented in your store, write for catalog and agency proposition, which, by the way, is extremely advantageous to dealers.

We Also Make The 4-Cylinder Pierce Vibrationless Motorcycle.

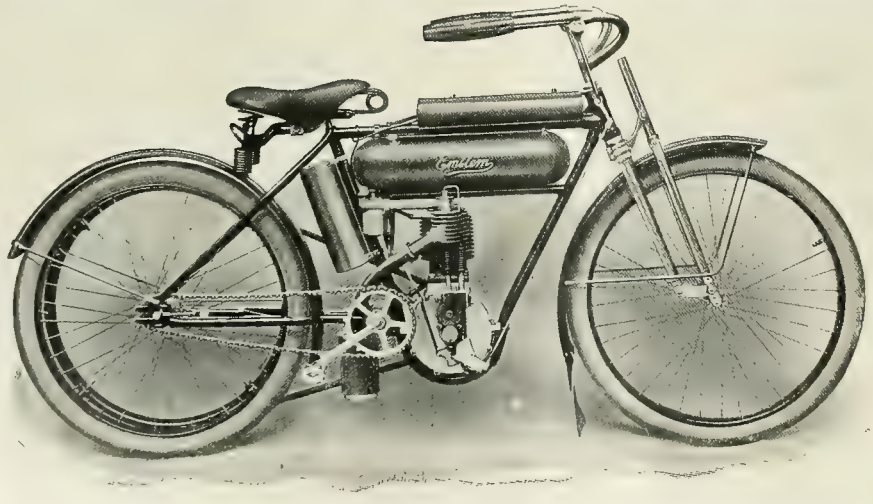
Other Dealers Are Making The PIERCE Their Leader—Why Not You?

THE PIERCE CYCLE CO., 5 Hanover St., **Buffalo, N. Y.**

DENVER—OAKLAND

EMBLEM MOTORCYCLES

PRODUCT OF CO-OPERATIVE LABOR



3½ H.P. BELT DRIVE
SPRING FORK **Price $175**

4 H.P. LOW FRAME
28 Inch Wheels **Price $200**

BALL BEARING MOTORS
OF OUR OWN MAKE

TRIANGULAR
REINFORCED TUBE
(OUR OWN MAKE)
Is Used in Emblem Motorcycles

EMBLEM SPRING FORK
Makes Riding Enjoyable

Our Line is the Best Agency Proposition for 1909. Catalogues on Application.

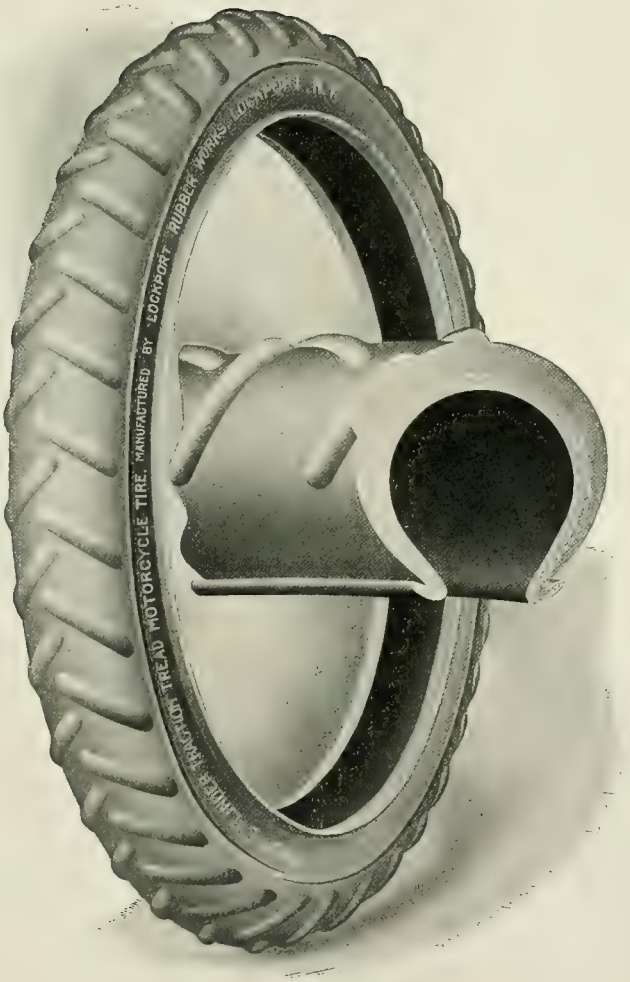
EMBLEM MFG. COMPANY, Angola, N.Y., U.S.A.

DISTRIBUTORS—Manufacturers Supplies Co., 418 Arch St., Philadelph ·, Pa., for Delaware, Maryland and Southern New Jersey; John T. Bill & Co., Los Angeles, Cal., for Southern California; Ballou & Wright, Por and Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah.

Built for a Motorcycle

TWIN-CYLINDER - TRACTION-TREAD - ANTI-SKID

Not Built Like a Bicycle Tire



Traction on the Hill

Traction on the Level

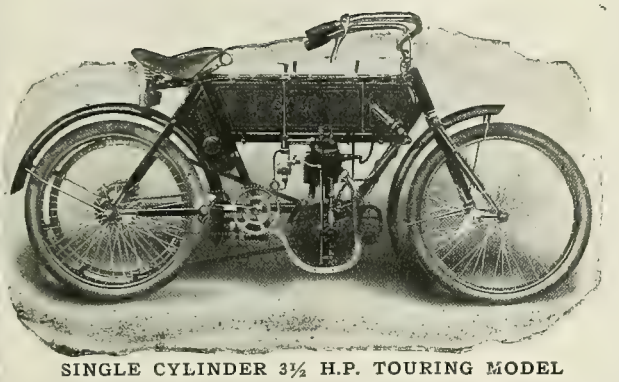
Traction on the Turn

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LOCKPORT, N. Y.

The Annual Dilemma

"What Will I Ride?"



SINGLE CYLINDER 3½ H.P. TOURING MODEL

NO matter what age, no matter what taste, we have a model to suit you.

1½ H.P. 80 lb. Lightweight, with Magneto.
3 to 3¾ H.P. Standard Touring Models, with Magneto.
4 to 6 H.P. Twin Cylinder Touring Models, with Magneto.
3 to 6 H.P. F. A. M. Endurance Models, with Magneto.
4 H.P. Single Cylinder, Model De Luxe, with Magneto.
6 H.P. Twin Cylinder, Model De Luxe, with Magneto.
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SIDE CARS—FORECARS—DELIVERY VANS

Two Speed Gears **Two Speed Hubs**
Non-Skid Bands **Spring Forks**
Mechanical Valves

A perfect motorcycle in every respect. Built and thoroughly tested under one roof. Nowhere can you find a motorcycle so

MECHANICALLY CORRECT

and the guarantee to that effect is in the three well-known initials:

NSU

Have you ever heard of an N. S. U. rider breaking an exhaust valve?
of an N. S. U. rider stripping his gears?
of an N. S. U. rider who has had, in fact, any mechanical troubles?

No! No! No!

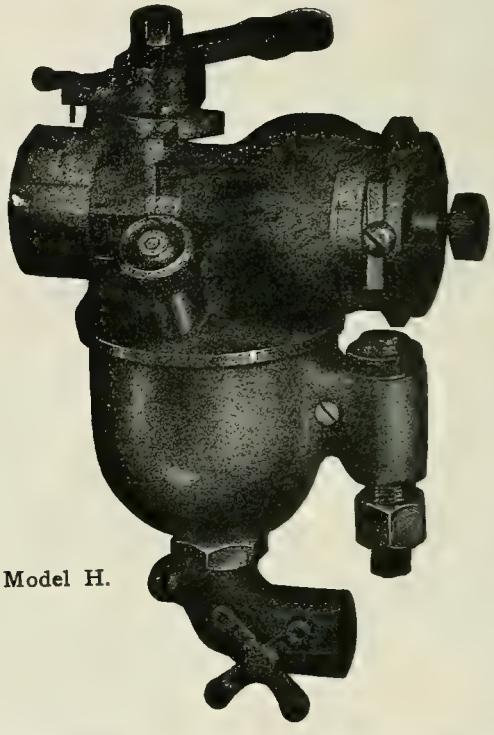
Write for Catalogue "B."

N. S. U. MOTOR COMPANY
206 West 76th Street, New York City

Any Motorcyclist or Motorcycle Manufacturer

who desires to improve the running of his machine has but to equip it with a

Schebler Carburetter



Model H.

It is designed and built to contribute superior service and the long and varied tests of practical use have effectively demonstrated that it performs that mission.

The whole world knows the Schebler. For it is built on the world-wide plan.

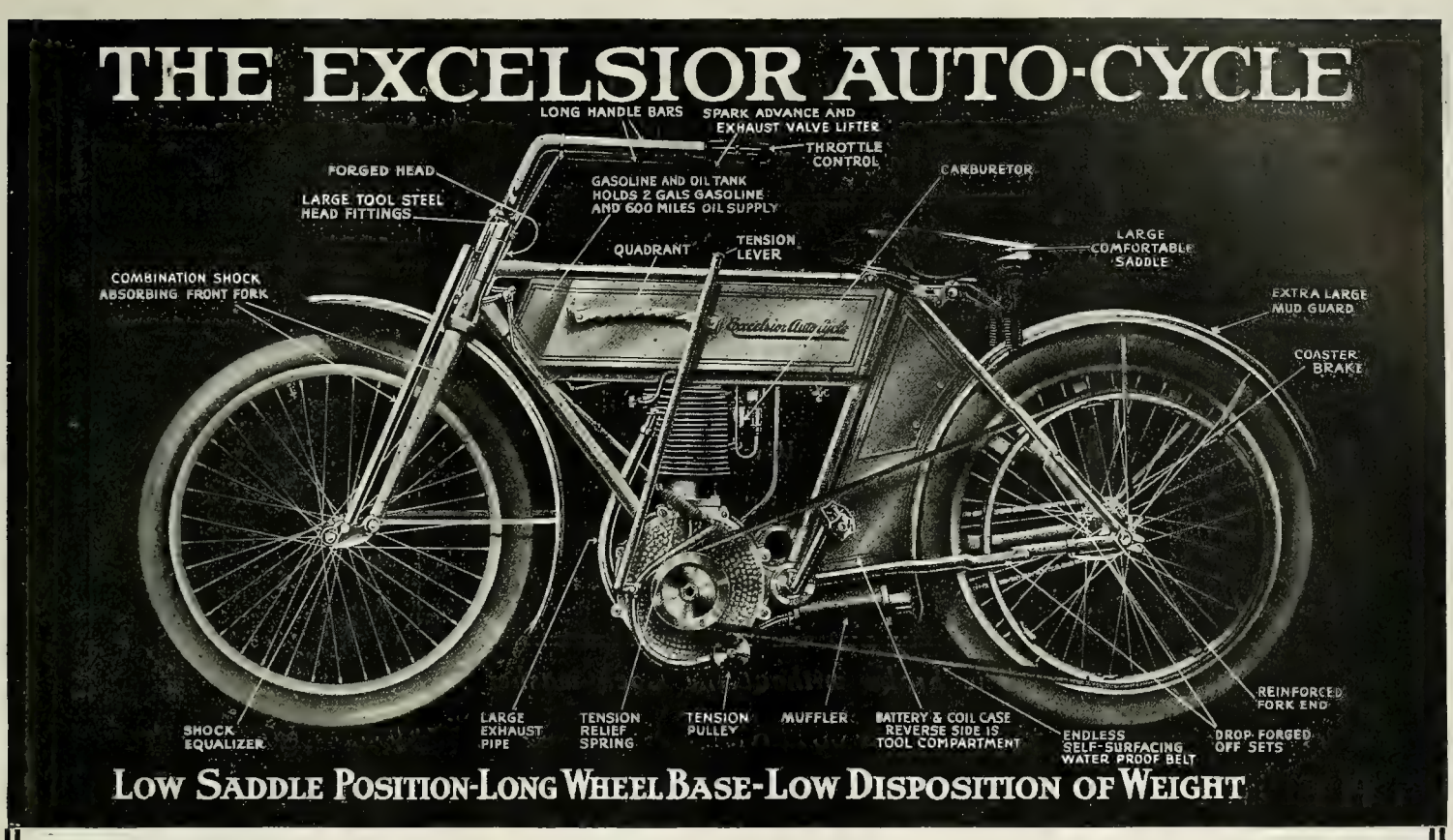
We own and operate the largest factory in the world devoted exclusively to the manufacture of Carbureters. Capacity 20,000 Carbureters a Month. We can take care of the Carbureter business of the world. Orders filled same day they are received.

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THE EXCELSIOR AUTO-CYCLE



LOW SADDLE POSITION-LONG WHEEL BASE-LOW DISPOSITION OF WEIGHT

A Few of the Many Points Wherein

THE EXCELSIOR EXCELS

A POWERFUL, SILENT, VIBRATIONLESS MOTOR that is big enough for the job and does not wear itself out by excessive speed to meet the overload.

A STRAIGHT-LINE FRAME that is built on scientific lines, with every point of stress properly reinforced, not merely a collection of tubing bent to dodge the motor and accessories and heavy enough to hold up by main strength and awkwardness.

A LOW, COMFORTABLE SADDLE POSITION that lowers the center of gravity, eliminates skidding and makes the Excelsior Auto-Cycle the touring car of motor cycles.

A SHOCK-ABSORBING FRONT FORK that acts along the line of impact, that overcomes all road irregularities without jolt or jar.

A LUBRICATING SYSTEM that places an abundant quantity of oil where it is needed and keeps it there and not on the outside of the machine or the rider.

AN ACCESSIBLE MACHINE, in which all parts may be reached with the least possible interference with any other part, and the wheels removed without interference with mud guards or other accessories.

INDEPENDENT BELT AND CHAIN ADJUSTMENT, whereby both belt and chain may be kept at proper tension.

LOW SADDLE POSITION AND FREE MOTOR, enabling the rider to stop at will without stopping the motor, rest comfortably in the saddle with both feet on the ground, and proceed by merely advancing the tension lever and replacing the feet upon the pedals.

A MACHINE THAT IS SOLD AT A FIXED AND INVARIABLE PRICE by established dealers only, thereby protecting the buyer from depreciation in value through price-cutting by overstocked dealers or curbstone brokers.

A machine that is backed by the financial strength, factory facilities and sterling reputation of a company that has been in business since 1876.

Our new catalog, MC 29, gives full details. Write for it today.

EXCELSIOR SUPPLY CO., 233-237 Randolph St., Chicago, Ill.

ESTABLISHED 1876

The Musselman Automatic Coaster and Brake



"A child can put it together."

The brake without the Side-arm

STRONG
SMALL
SIMPLE
LIGHT
POSITIVE
SENSITIVE

The brake without the Lock-washer



"Weighs only 25 ounces."

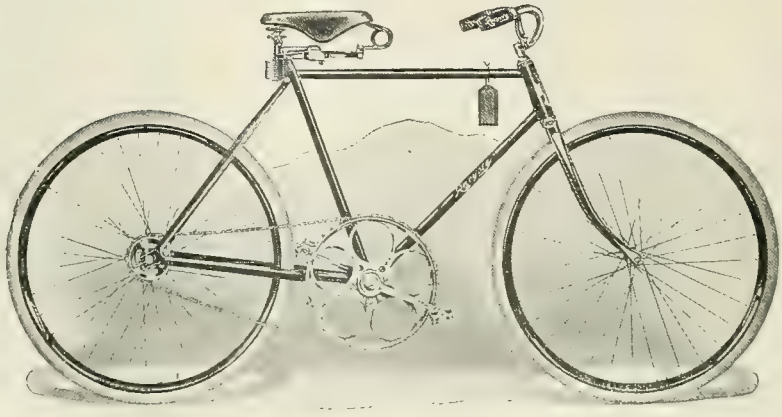
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THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

LICENSED COASTER BRAKE MANUFACTURERS.

THE KING OF ALL BICYCLES

The Racycle Pacemaker



The best and most profitable agency proposition in the world. Write for full particulars.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

F. M. JONES, Pacific Coast Representative, Sacramento, Cal.

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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVIII | New York, U. S. A. Saturday, February 27, 1909. | No. 23

ARNSTEIN IN RECEIVER'S HANDS

Veteran Chicago Jobber's Creditors Bring Bankruptcy Suit—The Failure in the Nature of a Surprise.

Involuntary bankruptcy proceedings have been brought against Eugene Arnstein, one of Chicago's oldest and best known jobbers and, as a result, a receivership has been instituted. The petition was filed on the 18th inst., by William A. Rogan, acting as attorney for a group of unsecured trade creditors, whose claims are stated to aggregate in the neighborhood of $40,000.

Following the filing of the petition, the American Trust & Savings Bank, of Chicago, was appointed by the court to act in the capacity of receiver, and it was at once put in custody of all the assets. No estimates are offered as yet, either as to the total of the liabilities or of the assets, but the work of taking an inventory has already been begun with a view to making early schedules of both.

Arnstein cut a big figure in the Western jobbing trade during the heydey of the bicycle and while he retained a not inconsiderable volume of his bicycle patronage during the last few years he has dealt more largely with automobile supplies. He was supposed to be doing a profitable business and his failure therefore is in the nature of a surprise.

Metzger Fitting up a Bigger Store.

William E. Metzger, the veteran Detroit (Mich.) dealer, has leased the commodious store at High street and Woodland avenue, and alterations are now being made which when completed, will transform the new place into one of the best appointed bicycle and motorcycle salesrooms in the country. The new quarters are expected to be ready for occupancy by April 1, when the present store at 252 Woodward avenue, which has borne the name of Metzger for 14 years will be vacated. Indian, Pierce and Excelsior motorcycles will be handled in connection with a large and varied line of bicycles, including the Tribune, Cleveland, Racycle and Pierce.

Western Dealers Take on Motorcycles.

Having read the signs of the times, the Macnish Automobile Co., 3685 Olive street, St. Louis, Mo., has taken on a line of motorcycles. A. E. Anekin, the agent for Pierce bicycles in Salt Lake City has done likewise. The latter will handle the Pierce "four" and the Excelsior. The Kopmeier Motor Car Co., Milwaukee, Wis., is still another concern that has secured the Indian agency and instituted a motorcycle department. S. Lacy Crolius, formerly identified with the Harley-Davidson establishment, will be the manager of it.

Spraker Brings Cheerful Report as Usual.

D. C. Spraker, the head of the Kokomo Rubber Co., was among the trade visitors to New York this week. Although the company never has dipped into automobile tires it is one of those that never has had fault to find with the bicycle business, and Mr. Spraker reported the usual cheerful state of affairs. Kokomo bicycle tires have continued in good demand and the call for the new Kokomo motorcycle tire has been even better than anticipated.

Torpedo to be Planted in Chicago.

Michigan avenue, Chicago, is to be Torpedoed, which is to say that the Hornecker Motor Mfg. Co., makers of the Torpedo motorcycles, are about to open a branch at 1219-1221 Michigan avenue in the western metropolis. It will make the fourth motorcycle branch on that avenue.

Morton Becomes an Indian Traveler.

R. S. Morton, chairman of the F. A. M. competition committee, finally has attained his ambition and found a berth in the trade. He has engaged with the Hendee Mfg. Co. and already is "covering territory" in its interests.

STANDARD SECURES VITAL PATENT

It Controls Process of Making Spoke Nipples—Purchase Effected After Court of Appeals Sustains Patent.

Although it was not generally known, for several years the little spoke nipple which plays such an important part in the construction of bicycle wheels, has been the cause of strenuous and expensive litigation which just has been terminated.

The parties to the proceedings were the E. J. Manville Machine Co. of Waterbury, and the Excelsior Needle Co., of Torrington, two of the wealthiest and most important concerns in the State of Connecticut. The first named was the plaintiff in the action which alleged infringement of the Campbell patent which it owned and which applies to the machine used for the manufacture of nipples and covers every process of production from headed blanks to finished nipples. The case was hard fought, but the United States Circuit Court of Appeals finally sustained the patent in its entirety.

Apparently realizing that the Campbell patent controlled the only means for economically and satisfactorily producing headed nipples of all sorts, whether for bicycles, automobiles or carriages, the Standard Co., of Torrington, which several years since succeeded to the spoke business of the Excelsior Needle Co., with which it is related, at once stepped in and purchased from the Manville company the patent and all other rights, patterns, etc., pertaining to the manufacture of the nipples, thereby placing itself in an unassailable position.

Pueblo Dealer Evicted by Fire.

Fire, caused by the explosion of a gasolene brazer, gutted the bicycle store of Frank Herman at 122 South Union avenue, Pueblo, Colo., last week. Herman, who was operating the brazer, was severely burned. The loss is covered by insurance.

HOW GOES THE COASTER BRAKE

Secretary Page Discusses the Situation and Points Out Factors that have Served to Improve Conditions.

"The coaster brake situation is particularly healthy," says De Witt Page, secretary of the New Departure Mfg. Co., in discussing that branch of the industry. "Considering the unsettled condition that prevailed during the past year, the trade will be interested to learn the causes that have produced its present satisfactory state.

"For some time previous to last August, some of the jobbing houses, appreciating the steadily increasing demand for coaster brakes, used them as a leader to influence trade on other goods. This naturally led to price-cutting, and last season the practice became so general that there was practically no profit and no incentive to push the sale of coaster brakes.

"The bicycle manufacturer furnished them in wheels at cost in instances where it was necessary to meet competition. In fact, so general did the price-cutting become that the trade demanded that something be done to remedy the situation. Had this condition continued, the industry would have suffered a serious setback, materially befogging the entire bicycle outlook.

"By reason of uniform license agreements under which coaster brakes are now sold, there is a uniform purchase and resale price for the entire trade and all concerned are assured a liberal profit and ability to meet competition on an equal basis. The bicycle manufacturer is placed in position to sell coaster brakes to recognized jobbers, at the same price at which the jobber can buy direct. This enables the bicycle manufacturer to order coaster brakes according to his requirements and he is saved the annoyance of having the various jobbing houses buy their brakes direct to be forwarded to the bicycle factory.

"The retail dealer knows that there is one price at which he and all his competitors can buy brakes, and feels encouraged to energetically go out after business. In short, practically all obstacles to the progress of the industry have been removed and increased use and popularity of the coaster brake is assured.

"In addition to the beneficial results of the establishment of uniform prices, the outlook is particularly bright for other reasons. The present demand is greater than for some years past. The coaster brake is now recognized as essential to a good bicycle and has practically reached the point of standardization. This means that the sale of coaster brakes this season will nearly equal the sale of bicycles. Practically every new wheel will be equipped with a coaster brake before it leaves the factory and a large number of coaster brakes will be applied to old bicycles by the retailers and repairmen.

"Another favorable factor in the situation is the disappearance of the tendency to cheapen the coaster brake. A natural consequence of the price slashing of last season was a movement to put out cheaply made brakes to hold business. This would have had a retarding effect upon the industry, at a time when the popularity of the coaster brake was at its zenith.

"Maintenance of prices that guarantee profit to everybody in the trade and give the consumer a coaster brake of quality has brought the situation to its present high standard. The plan has been in operation for six months—long enough to test its value, and so thoroughly satisfactory has it proven that the feeling is universal that it should be continued for all time. Some men in the trade even go so far as to say that a similar plan might well be adopted by other branches of the cycle industry."

Seven Story Store for Schmelzer.

The J. F. Schmelzer Arms Co., Kansas City, Mo., who are among the best known cycle jobbers in the West, have leased for a long term of years the premises 1214, 1216 and 1218 Grand avenue, in that city, and will take possession about June 1st. As the buildings comprise seven floors, they will afford the Schmelzer company some much needed room. Until the lease of their present establishment, 708-714 Main street, expires two years hence, several departments of the business will be continued at that address also.

Grossman to Make Spark Plugs.

Emil Grossman, prominent in the trade through his interests in the National Sales Corporation and the Motor Car Equipment Co., of New York City, has organized a new corporation, capitalized at $100,000, to be known as the Emil Grossman Co., of which he will be the president. The company's chief products, for the immediate future will be wind shields and spark plugs, the latter being made in both the porcelain and mica types.

Dowse Gets G & J's Detroit Berth.

Ralph P. Dowse, of Chicago, has been appointed manager of the G & J Tire Co.'s Detroit branch to succeed Charles A. Monson who is going into the lamp business. Dowse is no stranger to G & J goods, having represented the company on the road for several years.

New Company Takes the Vindec.

Apparently the Vindec motorcycle has been saved from the wreck of the South British Trading Co., of London. At any rate, the Vindec Motor Co. has been formed with W. H. Wells, the American who was connected with the old company, as manager.

To Handle Thors in Cambridge.

Clair Ringle has embarked in the motorcycle business in Cambridge, Ill. He is handling the Torpedo.

NEW "HIGH-SPEED" TOOL STEEL

Foreign Metallurgists Make Remarkable Claims for Their Product—Some of Its Peculiar Properties.

What with characteristic assurance is claimed to be a revolutionizing development in shop practice is the introduction of a new "high-speed" steel which has been placed on the market by a British firm of metallurgists. And pending its actual trial in extended practical service, it must be admitted that it holds forth most alluring promise of great advantage over the tool steels at present in use. After lengthy experiments it is alleged that the properties of the new metal have been brought to a point where it possesses from three to seven times the cutting power of existing high-speed steel, together with the further advantage that, in contradistinction to most cutting steels, it can be hardened in water, oil or the air blast. In regard to its properties Professor Arnold, of Sheffield University, is quoted as saying that it is an absolute departure in metallurgy to have obtained a water quenched steel which will work for a considerable time on the hardest metal with the cutting edge at a bright red glow.

The new steel is the product of Jones & Colver, of the Continental Works, Sheffield. In regard to it, B. W. Winder, director and works manager of the Continental Works, explained that he was content not to make any sensational claims for the steel beyond the fact that it is the first high-speed steel produced that can be hardened in cold water without danger of its cracking.

"At the present time," he said, "ordinary good high-speed steel on a soft material will work till the nose gets a red heat, but when it gets to that heat it only works a certain time before the heat breaks the tool down. Therefore the probability of getting steels to run at a faster rate is perhaps rather remote, though this difficulty will probably be overcome in the future.

"The great advantage of the new steel is that it will work very much longer at a high heat than the old. We don't claim for a moment that it is going to work four times faster than the present high-speed steel. What we do claim is that it is very superior to any steel that has been produced yet. It will go on working much longer without requiring regrinding."

The steel would not require special machinery, he went on to say. Moreover, the most dangerous time for ordinary high-speed steel to approach water is when it is in the dull red state, as it is then very liable to crack. But the new steel will not crack if plunged into water at any heat.

The new steel is not much more expensive than the old high-speed steels, so that in proportion to its capacity it works out much cheaper.

TWO PROCESSES OF TIRE BUILDING

Goodyear Explanation of the Differences Between "Moulding" and "Wrapping" —Their Respective Results.

Much of the mystery which in the past has surrounded the terms "moulded" and "wrapped," in connection with tire construction, has been dissolved by the process of enlightenment which always comes to the experienced user of a manufactured product whether openly or in surreptitious ways. At the same time there are many persons who even today must plead guilty to a more or less hazy idea of the distinction between the terms and of the advantages which are carried by each of the processes. The Goodyear Tire & Rubber Co., through the employment of a combination of the two methods in the construction of the tires which bear their name are in a position to define the properties of both, with less risk of bias than otherwise might be the case.

Thus, as they explain, the moulded tire is built up, layer by layer on an iron core. Over it is clamped an iron mould. It then goes to the vulcanizers. Here heat expands the rubber, creating enormous pressure inside the mould, which forces a perfect union between the layers of rubber and fabric which go to make up a tire. This pressure is so tremendous that a 2-inch cube of rubber enclosed in a cast-iron mould with walls 2 inches thick will crack the iron when subjected to the heat of the vulcanizer.

The weakness of the process lies in the fact that the building up of the fabric and rubber piece by piece is an operation requiring skill and dexterity. If the strips of fabric overlap ever so little—there's a ridge. If they fail to meet by the fraction of an inch—there's a hollow. These ridges, hollows, irregularities, are said in the curing to become hidden weaknesses and defects, because of which one moulded tire will last only 1,600 to 2,000 miles, while its mate stands up perfectly for 12,000 to 15,000 miles of hard riding.

The wrapped tread tire, on the other hand, is built up layer by layer on an iron core in the same manner. But before curing the iron core is replaced by an air bag—an extra strong inner tube. And instead of being clamped in a mould it is wrapped about with many layers of strong tape and is then cured, or vulcanized, in live steam. The compressed air in the air bag smooths out all the irregularities in the layers as your hand smooths out wrinkles in a garment—there can be no hidden ridges or hollows to induce blowouts and cut down the mileage. But it does not give the terrific squeeze that the moulded tire gets—thus lacks cohesiveness and unity—loses durability and strength.

Besides these two methods of tire making, there is also the combination of the two employed by the Goodyear people. The tire is first put on the iron core, clamped in the iron mould, the same as the moulded tire, and enclosed in hydraulic press vulcanizers, surrounded by live steam until the rubber has expanded to the utmost—or until the squeezing has reached its limit.

Then before the rubber has fully set—while it is still plastic, it is removed from the vulcanizer and carefully inspected, the tread applied, the iron core is replaced by the air bag, the iron mould by the winding of heavy tape, it is inflated on a rim, put back into a vulcanizer and left until the curing process is complete. The iron core and the squeeze weld the tire into an inseparable whole. The air bag then smooths out any wrinkles, furrows or irregularities which may have been hidden from the inspector's eye.

For the Cleaning of Piston Heads.

Now that engines with plugs in the center of the head are becoming quite common, it would seem to be an easy matter to remove the carbon from the piston top without the necessity of removing the cylinder head or cylinder when both are in one casting. Suitable scrapers easily can be made, which if properly bent, can be inserted through either the valve port or plug aperture and if kerosene be let stand in the cylinder over night, it will loosen the carbon so that its removal will be rendered much easier.

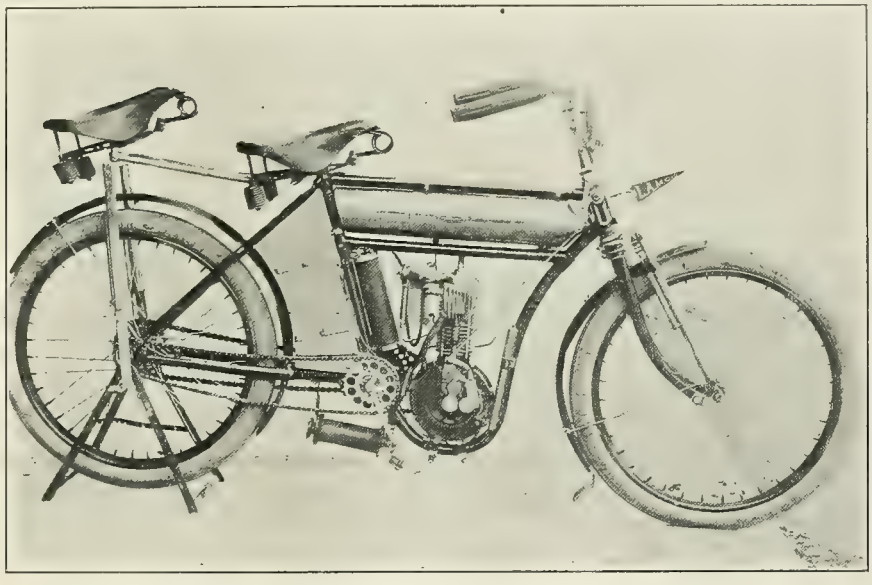
To Remove Tie Rods Without Defacement.

When the cylinder tie rods are screwed into the base, and it becomes necessary to remove them, the usual way is to apply a Stillson wrench or gas pliers. This method leaves marks on the rod, besides being bad mechanical practice. If with a hacksaw a slot is cut in the top end of the rod, its removal can be easily accomplished with a screw driver without leaving any telltale defacements.

ANTI-JOLTERS FROM CALIFORNIA

Spring Fork and Spring Tandem Attachment Devised by Los Angeles Men—How They are Applied.

Realizing that except on good roads the tandem attachment applied to motor bicycles is far from being the most comfortable perch in the world, three Los Angeles riders, Messrs. Holmes, Kettle and Hoag, put their wits together and evolved and patented not only a spring fork that is out of the common, but a tandem attachment incorporating the same principle and which is reputed to afford the much needed comfort for "the man behind" and the woman, too; for on the coast, the sight of women on the rear seat is by no means infrequent.

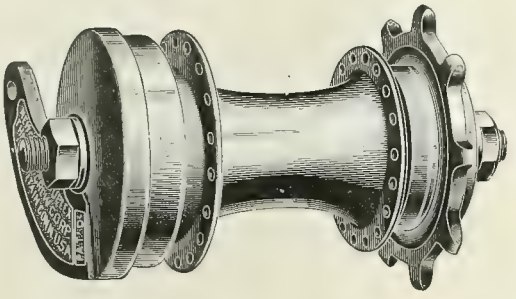


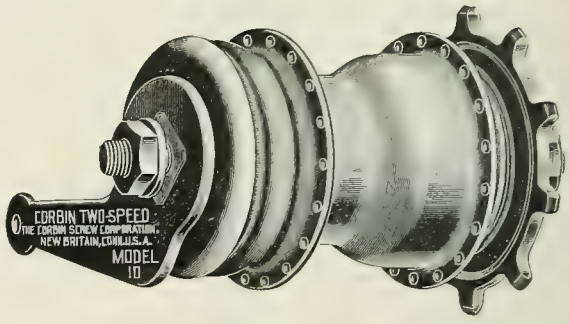
SHOWING THE H. & H. SPRING FORK AND SPRING TANDEM ATTACHMENT

The spring fork and the attachment, which are applicable to any machine, are shown by the accompanying illustration attached to an H. & H. Thor type motor bicycle, which is assembled in Los Angeles by R. K. Holmes, who is marketing the cushioning devices also, and seeking trade in the East. As the cut shows, the spring fork is attached to the main fork crown and is linked to the fork ends. The heavy plunger springs are contained in the plunger tubes and the rebound springs in short cylinders brazed to the others. In the tandem attachment the plungers are reversed and are connected to the rear axle and pass up into the long tubes having the same rebound springs. The side rods may be attached either to the saddle or be connected to the seatpost by a yoke. The attachments are full nickeled and reasonably priced.

Where They are Selling the Earth.

It has become possible for any man to purchase the Earth. A California concern is marketing a bicycle bearing that nameplate.





THERE IS ONE SURE WAY

to assure satisfaction—

SPECIFY

The Corbin Coaster Brake

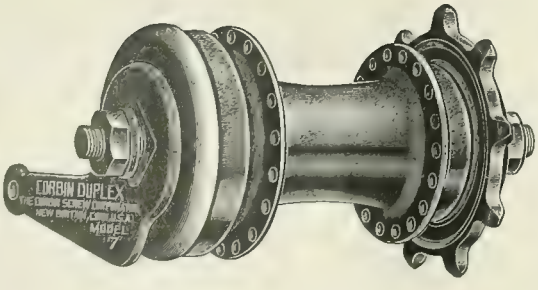
when you place your order for
your bicycle or motorcycle.

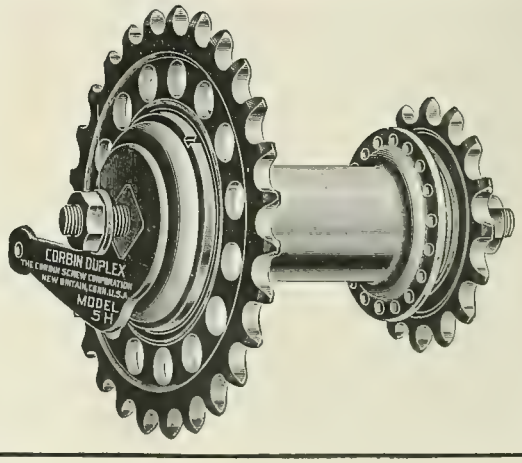
Other coaster brakes may give good service but the record of the Corbin proves that it will do so. Why take the risk of disappointment when it is unnecessary?

CORBIN SCREW CORPORATION

NEW BRITAIN, CONN., U. S. A.

LICENSED COASTER BRAKE MANUFACTURERS.





THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Published Every Saturday by

THE BICYCLING WORLD COMPANY

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NEW YORK, N. Y.

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☞Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

☞Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, FEBRUARY 27, 1909.

"We keep a complete file of the Bicycling World on hand and it is of great interest to the many motorcycle 'cranks' who hold forth in our store."—J. A. Johnston, Pittsburg, Pa.

Preparation for Spring Work.

If during the winter months they have made no effort to attract work of the sort, it now behooves the dealer and repairman to make ready for the annual rush of "overhauling" and refitting which within the next few weeks will be upon them.

It is not merely the time to lay in an ample stock of the supplies most required but to inquire into the condition of tools and repair shop equipment generally and to make such changes or add such improvements as will facilitate the work that is in prospect. There are comparatively few shops in which experience should not suggest improvement, but it is nevertheless a fact that there are many of them which to-day are no better than they were a year or a dozen years ago. There is little or no system in storing stock or keeping tools, and as a result it usually is necessary to remove four or five articles before it is possible to reach the one wanted or to "paw over" a drawer full of old bits, files, wrenches or other tools to find one that is serviceable or at least most serviceable for the job in hand. Similarly a change in the position of a work bench often will afford more room and prevent all who enter the shop from "falling over themselves" and yet the change never is made.

But about the most general shortcoming of the average bicycle entablishment is the practice of permitting old bicycles awaiting repair or in all conditions of decreptitude to litter the front of the premises where they may be seen by every passerby or at any rate, by every person who crosses the threshold. It gives the whole place a "seedy" or otherwise disreputable and uninviting appearance, and is in the same class with the show window that is crammed with all manner of rusted or dust-covered sundries. Such a store or such a window serves to repel instead of to attract patronage, and the dealer who does realize the fact deserves all the distress that may fall to him.

A well kept store and an attractive window in which the display is changed every week or two constitute valuable advertising mediums, a truth the whole of which is overlooked or not appreciated by too many men engaged in the bicycle business. So far as their windows are concerned a majority of them seem to imagine that it is necessary to display one or more of each article they carry in stock when as a matter of fact the exhibit of a number of a particular article is immensely more effective and affords the scope for varying the display. Failure to employ shelving in their windows and to make use of "built up" displays are other faults that render the window unattractive and of minimum value.

In promoting the sale of sundries also the average dealer rarely makes the most of his opportunities. If a rider brings in a machine to have a tire repaired or a spoke replaced or a coaster brake built in, seldom is an effort made to interest him in a tire repair outfit, a pump, a toe clip, a saddle, a lamp or a bell, although such procedure constitutes one of the first principles of salesmanship. And what applies to bicycle sundries applies with equal or more force to motorcycle accessories.

In preparing for the active season, all these are matters which deserve and should receive the consideration of the man who is not content to stand still and to eke out a mere existence. Each is a factor that makes for advancement and the extent of the advance will be measured by the quality of intelligence and energy that is brought to bear. It will be limited, however, if the man concerned is content to wait for business to come to him.

To obtain his full portion or more than his portion he must "go after" business and now is the accepted time. If he has been truly wise, he has a record of the name and address of every person to whom he ever sold a machine or for whom he ever executed a repair, likewise the names and addresses of at least some of those with whom his competitors did business, and this is the time of year when he will seek to get in touch with them. If they are too numerous to be seen personally, postage stamps were never cheaper, and a polite letter suggesting the purchase of a new machine or the overhauling and refitment of the old one is likely to prove seed well planted. The offer of a special price for overhauling during the month of March is apt to appeal to not a few and thus keep the shop busy before the real rush sets in.

Every spring there are tens of thousands of former riders who have old bicycles stored in garrets or cellars who "intend to ride again," but who do not do so solely because when they seek out their dust-encumbered machines, the tires or some other parts are in such shape as to render them unridable and so the mood passes. This numerous class affords a fertile field for the enterprising dealer or repairman and if he strikes while the iron is hot, so to speak, the returns should be large and profitable.

As a cure for amateur evils, the Scottish Cyclist suggests the "encouragement of professionals, which thereby automatically will purge amateurism." Our contemporary, however, cannot be very well acquainted with amateurs and their ways. There are too many of them who, although professionals in spirit and in fact, fear to become open cash chasers because while they find "easy pickings" in the amateur class, they are not fast enough to win in the other class. Their masquerade is made easy by the practice of giving "orders" for prizes and by some conscienceless promoters who do not hesitate to give them the cold cash.

"As my subscription for the Bicycling World has expired, please see how far the enclosed $2 bill will extend it again, as I would hate to be without it. I receive many valuable hints and other information from its columns."—H. W. Shafer, Los Angeles.

CORRESPONDENCE

Complains of His Chain Binding.

Editor of the Bicycling World:

May I bother you again for information? (1) This time I took off my compensating sprocket to clean it and repack it with grease and since replacing it when I turn sprocket about half way around the short chain becomes very tight, but when turned all the way over, it slackens and is about right. What is the cause? (2) I wish to fasten a box to carry packages on each side of the rear wheel and will thank you for any information in respect thereto.

L. K. LUTZ, Amanda, Ohio.

[1. As yours is a second-hand machine it is quite probable that chains and sprockets both are worn and need renewal. In all likelihood the "binding" referred to is due to the fact that in replacing the chain the links did not again engage the same teeth as before and hence must adjust themselves to new bearing surfaces. For this reason before removing old chains or sprockets it is a good plan to mark with a punch or file a particular link and a particular tooth so that the "fit" will not be altered. 2. Try the Wagner Motorcycle Co., St. Paul, Minn.]

Westing's Views of Motorcycle Business.

Editor of the Bicycling World:

You have published lately several communications from dealers pertaining to the motorcycle business and we wish to state some of our opinions, directing our remarks to those dealers who are timid about going into the motorcycle business because it is comparatively new and because they have still in mind the "gold brick" motorcycles of a few years ago.

There is no doubt but what the motorcycle business is in its infancy and that the bicycle dealers can have this business as a gift to them. Automobile dealers will not have much success selling motorcycles because they are not likely to become as enthusiastic about them as they are about automobiles and because motorcycles appeal to the customers of the bicycle dealer rather than to the customers of the automobile dealer—a distinctly different class of customer. So it is up to the bicycle dealer to take advantage of his opportunities.

In the communications referred to, the question of selling motorcycles on payments was brought up. We have been selling hundreds of motorcycles for the past five years, and half of them have been sold on the instalment plan. We find that it works very satisfactorily, provided they are sold at one-half, or at least one-third down and balance in weekly instead of monthly payments of from $3 to $6 a week.

Beware of the prospective buyer whose only consideration is the easiest terms. We charge, according to the first payment, from 5 to 10 per cent. more for machines sold on payments. A bicycle dealer cannot hope to do a large and successful motorcycle business unless he is prepared to sell them as stated above.

Another essential feature is to have competent mechanics and a stock of duplicate parts. Motorcycle riders will not stand for delay in repairing their machines. We do not think it is advisable to sell more than one make of machine. It simplifies matters considerably in carrying duplicate parts, strengthens your salesmen's arguments and you stand in higher favor with the manufacturer. Where they have, like the Hendee Mfg. Co., ten models with all sorts of options, it is unnecessary to keep more than one line.

To promote the interest in motorcycling, races, hill climbing contests, etc., ar good things, but often are over-estimated. They are expensive and turn the dealer's business upside down for the time being. However, they should be encouraged, but the best and cheapest thing the dealer can do is to give publicity to the doings of the manufacturers along this line. The most important thing is to keep your customer's machine going and not treat the business as a side line.

On account of the small margin of profit it is important to have a clear understanding with customers about the factory's guarantee of defective parts and for charges for repair work, which is made necessary mostly by the rider's inexperience and carelessness. Where machines are sold on payments this feature should be embodied in the lease as well as an agreement regarding payment for repair work, accessories, etc., purchased on credit and the customer's liability for machines in case of theft.

We say, "Get into the motorcycle business, but get into it right."

G. H. WESTING CO., Indianapolis. Ind.

Asks for Some Racing History.

Editor of the Bicycling World:

To decide a bet will you please answer the following questions:

1. What year did Friol come to America and race against Frank Kramer? 2. What year did Williams and Samuelson finish third in the six days race?

WALTER A. BARDGETT, Atlanta, Ga.

[Friol met Kramer in a series of match races in Madison Square Garden during the week of December 3-10, 1904, and was defeated every time 2. In 1904, Root and Dorlon finished first, and Vanderstuyft and Stol were second.]

About the Size of Sprockets.

Editor of the Bicycling World:

Some time ago riders of push pedal bicycles expressed their views in this column relative to easy running of large and small sprockets for the same sized gears, and it was argued at the time that the large sprocket was in favor over the smaller one for all purposes. But I since have taken notice that all racing men seldom use larger than seven tooth rear sprockets; 96 gear, 24x7, sprockets seem to be most in favor although there are some racers who use as low as 88 gear 22x7, and 92, 23x7.

If a bicycle equipped with large sprockets will propel easier, why do all fast bicycle riders prefer the small ones? The writer believes any bicycle good for racing must be easy running and rigid, and that the same conditions apply to ordinary road riding as well. Also I have observed that a bicycle employing short lower rear stays seems to be in favor for board tracks. Personally I always have preferred a bicycle with the rear wheel set in close. The feature not only stiffens the frame and does away with excess chain, but it brings the added weight of the modern coaster brake to better advantage, especially in riding a long grade or up hill. I would like to have other riders express their views.

A. V. H., Akron, Ohio.

COMING EVENTS

March 6-13, Boston, Mass.—Motorcycle section, Boston Automobile Dealers' Association's show in Mechanics Building.

April 25, Brooklyn, N. Y.—Eastern Division Century Road Club Association's annual spring century run; open.

May 23, Springfield, Ill.—Capitol City Cycling Club's 12 miles handicap road race.

June 8, Newport, Ind.—Danville (Ill.) Motorcycle Club's hill climbing contest; open.

June 13, New York City—Roy Wheelmen's 20 miles handicap road race; open.

First of a Series of Quarterly Trials.

If March does not cut up any of its assorted capers on Sunday, 13th, on that day the New York Motorcycle Club will inaugurate the first of a series of quarterly trials which it is planned to hold during the year. The first trial will take the form of a 150 miles run or point contest from New York to Poughkeepsie and return incidental to which will be an economy test and a hill climbing test. The run will be scored on a basis of one point penalty for each minute late at the controls and two points per minute for tardiness, 15 miles per hour being the scheduled pace. In the hill climbing test the penalizations will be the same as in the F. A. M. national endurance contest, viz.: For multicylinders, 50 points for failure, 25 points for pedaling; for singles, 25 points for failure, 10 points for pedaling. The singles will constitute Class A and the multicylinders Class B. Gold medals will be awarded for the best score in each class and at least four cups will be given for the best aggregate score in the series of four trials. Brake and muffler tests are among those that will be undertaken in subsequent competitions. For the first event, that fixed to occur March 13th, the entries will close on the 9th with A. G. Chapple, 2234 Broadway. The entry fee is $2.

FUTURE OF SALTONSTALL TROPHY

Union Cycliste Internationale Decides Its Fate—Wills's Hour Record Set Aside and Other Business Transacted.

In 1913, following the world's championship meet, America will give the Saltonstall trophy, valued at $1,000, to France. France will probably say: "Merci, beaucoup, Monsieur Amerique," and America may reply: "You're entirely welcome to it."

Whether or not this was the vote of the Union Cycliste Internationale, at its 18th congress, held in Paris, on Saturday, 13th inst., couched in different language, is not certain, but at any rate it amounts to the same thing, if the published reports of the meeting are accurate.

The question of the final disposition of the Saltonstall trophy came before the 18th congress. Under the deed of gift the Saltonstall trophy, donated by the late Henry L. Saltonstall, is a perpetual one, going to the country winning the most points in the annual world's championship meeting. Since the trophy was given over to the custody of the Union Cycliste Internationale, America has won it once, France three times and England once.

It was to make some ruling whereby it may become the absolute property of some country at some time that the question was brought before the last congress of the international body. According to L'Auto, the trophy will become the property of the country having won it the most times, ending with the world's championships in 1913. As France already has won it three times other countries affiliated with the U. C. I. stand very little chance of ever securing the trophy. Prior to the meeting, it was thought that a rule would be made whereby the country hereafter winning it the most times should become the permanent owner of it, which would have placed all the countries upon even terms, but evidently this was not done.

The meeting in Paris was a very spirited one and several important subjects were discussed and settled, the most unexpected being the rejection of Wills's sensational hour record.

Thirteen countries were represented, their delegates and number of votes being as follows:

Germany, Messrs. Knorr, Honstchka, Schneider and Ullrich, 10 votes; England, T. W. J. Britten, 8 votes; Belgium, Messrs. Beukelaer, Rosseels and Colignon, 6 votes; America, Victor Breyer, 10 votes; Switzerland, M. Grandpean, 4 votes; France, M. Leon Breton, 12 votes; Italy, Pilade Carozzi, 8 votes; Holland, M. Adrian, 4 votes; Spain, M. de Mercader, 2 votes; Portugal, M. Rousselot, 2 votes; Australia, Paul Rousseau, 4 votes.

The first shot was fired by Paul Rousseau, the secretary, when he rendered his report. He took occasion to flay Mr. Britten, the treasurer, saying that the latter's reports were irregular. Rousseau recommended that Britten be removed and another treasurer elected. In reply to the charges made by Rousseau, Britten stated that his business was such that he could not always render reports perhaps as soon as they should be made. Later, a new treasurer was chosen.

Although it lasted longer than any other item of business the fight between the Verband Deutscher Radrennbahnen and the Deutscher Radfehrer Bund ended in a burlesque. It appears that since 1902 amateur sport in Germany has been neglected by the first-named organization, which is affiliated with the U. C. I. as the German representative body. In the meantime the Deutscher Radfehrer Bund has grown to about 50,000 members and practically controls amateur sport in Germany. The association applied for membership in the U. C. I., but as the rules permit only one association to represent a country this could not be done. There was considerable wrangling between representatives of each German association and to bring the matter to an end someone finally suggested that the Deutscher Radfahrer Bund be admitted to the U. C. I. upon payment of the regular fee, as the representative association of Austria, there being no association in that country. This was done and the Deutscher Radfahrer Bund now is a member of the Union Cyclists Internationale with two votes. Before the next meeting it is hoped that the two German associations will reach a mutual agreement whereby future affairs in Germany may be conducted without disagreement.

Denmark officially was awarded the world's championship meeting for 1909 and the events will be held at Copenhagen, August 15, 19 and 22. Belgium was awarded the meet for 1910, and as there will be an international world's fair at Brussels during July, it is proposed to hold the meet at that time.

A proposition looking toward the better control of road racing was officially brought before the meeting by the Belgian organization and resulted in the adoption of a new rule. If riders representing two or more countries participate in a road race, it makes the event international, whether it be amateur or professional in character, and therefore under supervision of the international body. The new rule will compel the promoters of a road race in which two or more countries are represented to deposit the prizes with the governing body for the country in which the race is held, and the latter must distribute the prizes. This will guarantee prizes to the riders.

Albert Edward Wills's wonderful record ride of 61 miles 907 yards in one hour behind pace at Munich, Germany, on August 17th last, was wiped from the slate as the result of the protest of the German association. It was stated that Wills's ride was not officially timed or scored. Guignard's record of 59 miles 30 yards, made upon the same track July 30, 1906, therefore remains as the record.

The National Cyclists' Union, which aims to control cycling sport in England, Scotland and Ireland, hereafter will not have the entire say in matters governing that association. Heretofore the Scottish and Irish unions, although represented in the International Cyclists' Union by the National Cyclists' Union, have had no vote and the Scots entered an objection. Mr. Britten was not averse to giving Ireland and Scotland a vote in the international association but thought that Great Britain's apportionment of eight votes should be increased. This was not done, however, and upon a majority vote, it was decided to apportion Great Britain's vote to six for England and one each for Scotland and Ireland. Belgium and Italy also asked for two more votes but upon motion of Mr. Breyer, representing America, the application was rejected, as was also a similar request, in different phraseology, from Portugal and Spain. Because of an apparent diminution of interest in the sport in Holland it was suggested that the Nederlansche Wieler Bond be dropped, but as the association continues to pay its dues the proposal was ruled out of order.

Light green was chosen as the color for licenses during 1909, and light violet for next year. The world's championship medals will remain the same as formerly, in the form of coins.

With the exception of Treasurer Britten all the old officers were re-elected, as follows: President, Emile Beukalear, Belgium; vice-president, Pilade Carozzi, Italy; secretary-general, Paul Rousseau, Australia; assistant secretary, Leon Breton, France; treasurer, F. Colignon, Belgium.

The next congress will be held in Copenhagen August 14th.

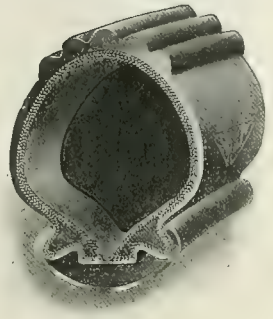
Clarke-De Mara Team in Doubt.

There evidently is some hitch in the arrangement of teams for the Berlin six days race and from later advices it would appear that A. J. Clarke and Walter De Mara are not to be one of the American representatives. Although De Mara received word that he was to ride with the Australian "rocket" the latest French advices state that a two heat match between De Mara and Leon Hourlier will be the feature of the opening of the Velodrome Buffalo, Paris, on March 14th. As the Berlin six days race is due to start at 10 p. m. the following day De Mara would have to run to the station to get there in time for the start.

Date Set for Paris-Brussels Race.

The annual Paris-Brussels professional road race has been set for June 20th, the distance being 405 kilometers. The first prize will be $280, half that amount for second, and the others diminishing in value down the list. The Paris-Roubaix road race on April 11th will open the season, and $460 will be distributed in prize money, with $200 as the winner's apportionment.

$50 in Gold to



G & J Motorcycle Tire.
Corrugated Tread.

$25 first prize—$15 second
best advertisements on Ind
Tires. Open to all riders. No
and conditions of the con

We who make Indianapolis G & J Motorcycle Tires know their merits too well to advertise those merits as forcefully as we should. In other words we may be compared to the undefeated racer.

He becomes so accustomed to defeating competitor after competitor that he doesn't feel the elation, the enthusiasm that makes his audience cheer him to the echo. He expects to win.

It has become a habit with us to make tires of unvarying superiority. The result is that we have lost the power to express their excellence as enthusiastically as the rider who uses them.

We talk from the viewpoint of the manufacturer who knows that certain processes produce certain tires. He talks from the viewpoint of the user who sees the results these tires give in actual service.

And it is results—not causes—that tire users want to know.

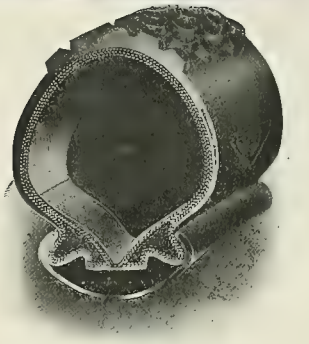
We therefore offer the above prizes to obtain the opinions of motorcyclists on Indianapolis G & J Tires.

If you use them (and very few don't) tell your experience with them. Add to it, if you wish, the opinions of your friends.

G & J TIRE COMP

Motorcyclists

ize—$10 third prize for the napolis G & J Motorcycle estrictions. Read the purpose st below and get busy.



G & J Motorcycle Tire.
Bailey Tread.

If you have never used them, you very probably know several things that other motorcycle tires don't do that they should. You can truthfully assert that Indianapolis G & J Tires do all these things.

Briefly, the point is this. Write the best advertisement you can—an advertisement which you think will interest other riders. Don't stint yourself. Make it as long as you wish. Have it in the form of a reading notice or a display ad. But make it interesting. You don't have to be an ad-writer to do that.

All advertisements must be in our hands not later than April 15.

The prizes will be awarded by a committee of three outside of this company—consisting of the advertising manager of this paper and advertising managers of two other publications.

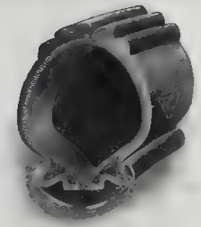
No contributions will be returned and we reserve the right to use any in addition to the prize winners.

The names of the winning contributors will be published in this paper as soon as the judges make their award.

Write your advertisement at once and send it to the

ANY, INDIANAPOLIS, IND.

$50 in Gold to Motorcyclists



G & J Motorcycle Tire.
Corrugated Tread.

$25 first prize—$15 second prize—$10 third prize for the best advertisements on Indianapolis G & J Motorcycle Tires. Open to all riders. No restrictions. Read the purpose and conditions of the contest below and get busy.



G & J Motorcycle Tire.
Bailey Tread.

We who make Indianapolis G & J Motorcycle Tires know their merits too well to advertise those merits as forcefully as we should. In other words we may be compared to the undefeated racer.

He becomes so accustomed to defeating competitor after competitor that he doesn't feel the elation, the enthusiasm that makes his audience cheer him to the echo. He expects to win.

It has become a habit with us to make tires of unvarying superiority. The result is that we have lost the power to express their excellence as enthusiastically as the rider who uses them.

We talk from the viewpoint of the manufacturer who knows that certain processes produce certain tires. He talks from the viewpoint of the user who sees the results these tires give in actual service.

And it is results—not causes—that tire users want to know.

We therefore offer the above prizes to obtain the opinions of motorcyclists on Indianapolis G & J Tires.

If you use them (and very few don't) tell your experience with them. Add to it, if you wish, the opinions of your friends.

If you have never used them, you very probably know several things that other motorcycle tires don't do that they should. You can truthfully assert that Indianapolis G & J Tires do all these things.

Briefly, the point is this. Write the best advertisement you can—an advertisement which you think will interest other riders. Don't stint yourself. Make it as long as you wish. Have it in the form of a reading notice or a display ad. But make it interesting. You don't have to be an ad-writer to do that.

All advertisements must be in our hands not later than April 15.

The prizes will be awarded by a committee of three outside of this company—consisting of the advertising manager of this paper and advertising managers of two other publications.

No contributions will be returned and we reserve the right to use any in addition to the prize winners.

The names of the winning contributors will be published in this paper as soon as the judges make their award.

Write your advertisement at once and send it to the

G & J TIRE COMPANY, INDIANAPOLIS, IND.

WHAT THE TERM "GEAR" SIGNIFIES

Its Evolution from Difference in Length of Human Legs—How It Equalizes the Low and the High Wheel.

What is meant by the term "gear" as applied to bicycles?

Perhaps the simplest possible expression of gearing is that it is the means by which we drive the back wheel at a speed relatively greater than we pedal, says Cycling, in answering a question.

If, with an ordinary safety bicycle, the pedals and cranks were attached to the back wheel without the interposition of chain and chain wheels, so that as we pedaled the back wheel revolved at exactly the same rate as our pedaling speed, revolution for revolution with the cranks, we should find that in order to travel at only six miles an hour we were pedaling a great deal faster than would be comfortable, while to attain a speed of 12 miles an hour would be almost impossible. So we introduce some mechanical means of increasing the speed of the back wheel, giving it, say three revolutions to only one complete revolution of the cranks.

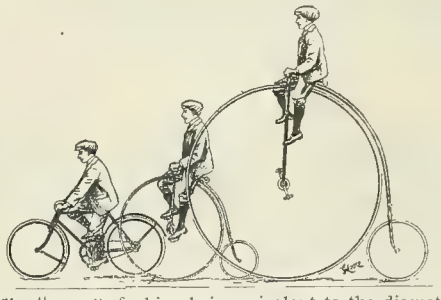
In the days of the old high bicycle, still called the "ordinary," as distinguished from the "safety," "gearing" was not necessary. The rider strode a wheel of the maximum diameter that his leg measurement permitted. A tall rider could bestride a 60-inch wheel, and it is easy to see that with a wheel of that size the interposition of gearing was unnecessary. In a number of types of "ordinary" bicycles gearing was introduced, so that a driving wheel of small diameter could be used, but this need not concern us. Leaving "geared ordinaries" out of consideration, the very short man was badly at a disadvantage, for, as the gear of his bicycle, or the size of his driving wheel, which is the same thing, was regulated by the length of his leg, it is obvious that he could not attain such a high rate of speed as a taller cyclist.

The geared safety bicycle equalized matters between the short and the tall rider. The short rider who could use a 48-inch "ordinary," but who placed on a 90-inch wheel would be unable to reach the pedals, could ride a safety geared to 90 inches with ease.

Gearing is expressed in inches. It does not represent the distance the wheel will travel per revolution, the number of teeth on the chain wheel, or the diameter of the back wheel, and a novice on learning that his machine was geared to such and such a figure would not be in possession of information of any value to him, unless he understood the meaning of the term "gear." Therefore, let him carefully note the following: The gear, expressed in inches, represents a driving wheel of equivalent diameter. That is, if a bicycle is geared to 60 inches, it would travel along the ground in one revolution of the cranks exactly the same distance as a 60-inch driving wheel on an "ordinary" bicycle. Thus, a 60-inch "ordinary" would travel approximately 188 inches along the ground in one revolution, and a geared safety bicycle, geared to 60 inches, would travel exactly the same distance for one complete revolution of the cranks. (The back wheel, of course, would revolve several times in that distance; a 28-inch wheel, a standard size, having about 2 1-7 revolutions.)

How, then, is the gear of a safety bicycle determined? the novice may ask.

There is a very simple formula to enable us to express the gear in a number of inches equivalent to the diameter of an imaginary driving wheel. Thus, a bicycle geared to 70 inches moves just as far along the ground for each revolution of the pedals as would an ungeared bicycle with a 70-inch driving



The "gear" of a bicycle is equivalent to the diameter of a driving wheel of an "ordinary" bicycle. How the rider of a 48-inch ordinary with a safety geared 90 inches would look on an ordinary geared the same, viz., with 90 inches driving wheel.

wheel. This is the formula: Multiply the number of teeth on the front chain wheel by the number of inches in the diameter of the back wheel. Divide the result by the number of teeth on the back chain wheel, and the resultant figure will be the gear of the bicycle in inches.

Example:

40 teeth on the front sprocket.
16 teeth on the rear sprocket.
28 inches, diameter of rear wheel.
$40 \times 28 = 1120$.
$1120 \div 16 = 70$.
The gear is thus 70 inches.

The effect of gearing may be further accentuated by the distances covered by each revolution of the cranks employed in given gears and the number of such revolutions required to complete a mile, as for instance:

54-inch gear = 14 feet 1 inch. 374 crank revolutions to mile.
71-inch gear = 18 feet 7 inches. 284 crank revolutions to mile.
93-inch gear = 24 feet 4 inches. 217 crank revolutions to mile.

These figures serve to convey a good idea of the benefit of the variable gear with which so many modern bicycles are equipped.

Taking 70 inches as a good all-round normal gear, we should find that it suited us very well on a level or merely gently undulating road. But when we come to a hill, what do we find? We are obliged to go much slower; so slow, in fact that we can hardly get the pedals around, and finally, as the hill steepens, the effort becomes too great, and we are forced to dismount.

If we had a much lower gear—we will say 54 inches—we might have kept on riding!

How is that? asks the novice.

Simply this. Instead of trying to ascend that hill by slow revolutions of the cranks, each revolution taking us approximately 220 inches, with a 54-inch gear we could have pedaled a little more rapidly, and at each revolution we should only travel about 170 inches. Is it not obvious, then, that the lower gear would have enabled us to climb at least a good deal further up the hill, and perhaps right to the top, simply because we could take our work in shorter doses, each one requiring less expenditure of energy?

Take another example. We might obtain an inflator so huge that with only three depressions of the piston we could inflate a tire board hard. We could not use it, however, because each depression would take more power than we have strength to apply. We use a small pump, and by means of a larger number of inflations inflate the tire without difficulty.

One more instance, showing the necessity of a variable gear.

The cyclist with the single-geared bicycle (70-inch gear) tackles a nice, easy decline. The wind is behind, helping him, and he feels he could go 20 miles an hour. He pedals away for dear life. Perhaps he reaches a speed of 18 miles an hour, but his feet are revolving so fast that he is soon hot and uncomfortable.

What he wants now is a higher gear, say, 90 inches.

The comparatively slow revolutions of the pedals would then enable him to keep up an even greater speed than 20 miles an hour. Pedaling slowly and deliberately, the machine travels at high speed down the gentle incline, faster than he could free-wheel, the slow pedaling steadying the machine, giving the rider greater confidence and control.

A variable gear would give the rider these advantages, and it should be perfectly obvious to the cyclist how much better off he is with a bicycle geared to meet the ever-varying conditions of road and weather than one for which a single gear offers at best a poor compromise.

Rain Delays Los Angeles's Opening.

The Los Angeles Stadium, the new 3½-lap banked board course, the first motorcycle track to be built in the world, did not open on February 22d, as originally had been planned. Jack Prince, the constructor, has gained an unenviable reputation as a rainmaker and Jupiter Pluvius seems to have pursued him to the Pacific coast. Continued rain has hampered the building of the track and it rained on Monday last. It is expected the first meet will occur early in March, and that weekly meets will be held thereafter, but as this is the wet season on the coast nothing is certain.

CHAPMAN PLANS A THIRD TRACK

He Secures Options on Two Sites at Guttenburg—Expects to Begin Building Within Ten Days.

That there will be three bicycle tracks in the metropolitan district instead of two now is practically assured, as J. M. Chapman, manager of the Newark Velodrome, this week made known that he has secured capital to build another outdoor track to be located on the Jersey side near the old Guttenburg race track, which years ago was the scene of many stirring bicycle races.

Chapman was in New York City Tuesday and let fall several other interesting bits of news. One is that the Newark track will be opened two weeks earlier than was planned, the first meet having been fixed to occur Sunday afternoon, April 4. The Wednesday night racing, however, will not start until warm weather is assured.

Chapman has secured an option on two sites for a new track to be located at Guttenburg and he will make a selection and start building within the next ten days, he said. The track will be located within easy reach of both Hoboken and Jersey City car lines and as it is only a few minutes' ferry ride from New York City the proposition should be a profitable one.

The track will measure eight laps to the mile and seating accommodations will be provided for about 7,000 persons. It is planned to hold the first meet either April 11 or 18, and every Sunday night thereafter, with Thursday night meets in midsummer. Sunday night is a popular one at the Guttenburg Amusement Park, in which the track will be located, and as there is no counter attraction on Sunday nights for Jersey City and Hoboken lovers of sport it is likely that the meets will draw crowded houses not only from these cities, but from New York City as well.

It also was learned that Chapman has his eye upon the management of the Clifton Stadium. With three tracks in operation larger inducements can be offered foreign riders to come to this country. Negotiations already have been opened with Schilling, the noted German sprinter, and with Hourlier, who almost won the sprint championship of France last season. Overtures also will be made to Poulain, Friol and Dupre, and Rutt has stated that as soon as he finishes his engagements in France he intends to come to America and remain here until the next six days race.

Manager Chapman positively states that there will be no teaming at any of the tracks with which he has anything to do. Champion Kramer already has given his word that he will go it alone next season, and as the East Orange crack is a man of his word, nothing else need be said.

At the Newark Velodrome this season Chapman has been given free rein to do as he pleases and he will employ the same methods that he used so successfully at Salt Lake City. One of these consists in giving a big handicap every other meet, and the first will be on April 4th, styled the Mihlon handicap, at two miles, with $250 in prize money.

It also is very likely that the world's sprint champion will meet the American sprint champion in a match race as Chapman has been empowered to offer $1,500 as a purse for the match—$1,000 to the winner and $500 to the loser. One thousand dollars for one match race is a bait that even a world's champion would not pass by.

If Clarke concludes to remain in the East upon his return from Europe some great bicycle racing may be expected. It is not improbable that the little Australian may remain here, for in a letter to a New York friend, Clarke says:

"We (meaning Macfarland and himself) have some very good offers to remain in Europe but we are not sure yet, as we have a good offer from Vailsburg, and America looks good to me, even on the map. I can't 'see' this place with a pair of field-glasses. I will be very glad again to be under the Stars and Stripes, for you know I consider myself an American, and actually will **be** one some day."

Empire Riders Smash One Record Twice.

Franklin Fisher not only won the 11 miles "cork" race held by members of the Empire City Wheelmen, in Brooklyn, on Sunday, 14th inst., but he broke the American road record for the distance. Fisher covered the course in 31 minutes 15 seconds; the old record was 33:55, held by Thomas S. Taylor, of Baltimore, made in that city September 27th last. The race on the 14th was the first in the series of "cork" races of the Empire City Wheelmen and 15 riders started, one-third this number finishing, the course being over the shore road. Thomas J. Murphy and John Esposito finished second and third, respectively.

The 11 miles road record made by Franklin Fisher on that date was not allowed to stand more than one week, as Joseph Orlando, in winning the weekly "cork" race of the Empire City Wreelmen, held in Brooklyn, last Sunday, 21st inst., reduced Fisher's time by five seconds, completing the distance in 31 minutes 10 seconds. Thomas J. Murphy was a close second and Peter Sorenson finished third. Louis J. Weintz and Franklin Fisher were among the starters but both these cracks were put out of the running on account of punctures.

Jensen Wins in a Walkover.

One uninteresting motorcycle race was accorded a place in the Mardi Gras automobile meet at New Orleans, La. It was held on Sunday last, 21st inst., the distance being five miles. Jensen enjoyed a walkover in 6:22⅖, the other starters not finishing.

AMERICANS TRIUMPH IN PARIS

Clarke Defeats a Combination in Big Sprint Event—Butler Snatches the Paced Brassard from Parent.

It was a gay night in the Quartier Latin in Paris—was Sunday, the 14th inst. All the underfed art students, literary muckers, unemployed jockeys and trainers with traces of American blood in their veins recklessly ordered a quart of vin rouge or blanc, as fancy dictated, and an extra helping of spaghetti, for upon that afternoon two American bicycle riders had triumphed over all other nationalities. It is all very well to say that art students and the like are not interested in bicycle racing, but the Latin Quarter is the hobnobbing place for all Parisian Americans and whenever an American accomplishes a worthy feat there is joy unconfined.

The celebration was because A. J. Clarke and Nat Butler had won the principal events at the Velodrome d'Hiver—Clarke defeating some of the fastest European riders in the open sprint event and Butler vanquishing the French champion in the paced race. 'Tis true that two other Americans—the negroes Spain and Ivy—were numbered among the also rans, but the Parisian Americans rather resent having their dark-skinned brethren classed in the same nationality.

In the Prix Rad Welt Clarke certainly rode a brilliant race, although Delage, Thauau and Devoissoux, in the final heat conspired to defeat him. A new challenge race for pace-followers has been instituted and Butler will have the honor of wearing the brassard and collecting $2 per day until some rider defeats him. Butler not only won a well-deserved victory, but broke the records from 40 to 50 kilometers, inclusive.

The Prix Rad Welt, which carried with it a large purse and a gold medal, was contested in five trials and a final. Clarke ran away from the field in his heat, the other qualifants being Thuau, Delage, Devoissoux and Moretti. With three French riders in the final heat it was natural that they should conspire to defeat the American and the Italian, and this was apparent by the jockeying of Thuau, Devoissoux and Delage in an attempt to pocket Clarke. At the bell Clarke was in fourth position and Moretti proved his wisdom in getting a position on his rear wheel. Clarke continued in this position until 350 yards from the tape, when he jumped, carrying Moretti with him. Delage tried hard to meet the wonderful sprint, but Clarke went like a whirlwind, slowing only at the tape. Moretti finished a half length behind, with Delage, Thuau and Devoissoux following in order.

Butler made a lot of cash in the paced Brassard, in which Parent was the opponent. In addition to $80 for the rider making the fastest time for each 10 kilometers.

there was a cash prize to the winner with extra inducements from bicycle and tire manufacturers for breaking the record. Parent got his usual better start and at 10 kilometers, covered in 7:44, led Butler by a half lap. Parent fought hard to retain his lead and held Butler off until after the 30th kilometer. Parent led by a few yards at 40 kilometers, but the time for the preceding 10 kilometers was a "dead heat," the distance being covered in 7:15⅕. The final ten kilometers was a heartbreaker and Butler had 8,000 "fans" on their feet cheering when he rode Parent off his saddle. The American rode like a fiend and lapped Parent twice before the gun. The distance of 31 miles was covered in 36:38; the old record was 36:46⅕.

His performance in defeating Rettich in the brassard pursuit match stamps Berthet as the best pursuit rider in the world at the present time. Since winning the trophy Berthet has held it against all challengers, including Macfarland, Theile, Brum and Beyl. On Sunday he overhauled and passed Rettich after riding 14 laps, a distance of 4 kilometers 666. Berthet also draws $2 per day as long as he holds the trophy, which is quite sufficient to provide a good living in Paris.

The one kilometer standing start record which has this season been broken successively by Schwab and Rettich, again suffered a shave. Stabe covered the distance in 1:15⅗, breaking the old record by one-fifth second. Before Schwab broke the record on January 24th, it had remained intact since 1896.

DELLING BECOMES A TOPNOTCHER

He Defeats Arenz and Tanner in Scratch Race at Buffalo—Felber Captures the Handicap Event.

By defeating Edward Arenz and J. M. Tanner in the final heat of the two miles scratch race that formed the feature of the 74th Regiment Athletic Association's indoor games at Buffalo, N. Y., Saturday night last, 20th inst., Edward Delling placed himself among the topnotch sprinters of Buffalo. A large crowd witnessed the meet.

It took three heats and a final to decide the two miles scratch, two riders qualifying in each heat and a third in the fastest heat. Tony Burke and W. Krushell qualified in the first heat and Tanner and Scheider caught the judges' eyes in the second, Hoover being shut out by inches. The third heat was the fastest and Arenz, Delling and Fisher were placed for the final. Delling rode cleverly in the final heat and when he unwound his sprint it was all over but the shouting. Arenz and Tanner finished, respectively, second and third.

Fred Schudt and Ed. Arenz were the only scratch men to qualify in the two miles handicap, but they could not close the big gaps. The race went to Edward Felber, from 140 yards, with M. L. Hoctor, 190 yards, second. The summaries:

Two miles scratch—First heat won by Tony Burke; second, Albert Krushell; third, Edward Felber. Time, 5:08. Second heat won by J. M. Tanner; second, Joseph Scheider; third, R. J. Hoover. Time, 5:02. Third heat won by Edward Arenz; second Edward Delling; third, Adam Fisher. Time, 4:51. Final heat won by Delling; second, Arenz; third, Tanner. Time, 5:11⅗.

Two miles handicap—First heat won by Edward Arenz (scratch); second, Howard J. Young (160); third, Charles Bowe (186). Time, 4:37⅘. Second heat won by M. L. Hoctor (190); second, Fred Schudt (scratch); third, Edward Felber (140). Time, 4:33⅖. Third heat won by J. Stauber (195); second, Tony Burke (20); third, Joseph Scheider (25). Time, 4:32⅗. Final heat won by Felber; second, Hoctor; third, Bowe. Time, 4:38⅕.

CONCOURSE MOTORCYCLE CLUB OF NEW YORK CITY "LOOKING PLEASANT"



Galvin Training to Follow Pace.

Frank J. Galvin, of New Milford, Conn., has decided that there is more money to be made riding bicycles than in driving automobiles. Accordingly he has announced his intention of riding motor paced races during the coming season, and already has started training. Galvin is one of the dependable six day pluggers, and is not without experience in following pace.

Baltimore Produces a New Professional.

Baltimore evidently has a new professional, as amateurs are not supposed to have managers. Lewis Meagher, of 527 West Lafayette avenue, has announced in the newspapers that he has become the manager of one Lyell V. Bossom, "midget cycler," and would like to arrange match races with some of Baltimore's sprinters.

COLLINS AND WALTHOUR EVEN UP

They Take Turns in Trouncing Each Other at Atlanta—Bardgett Shows Winning Form at Two Meets.

Robert J. Walthour, the Atlanta (Ga.) pace follower, suffered his first defeat this year in that city on Friday night, 19th inst., Elmer J. Collins, of Lynn, Mass., administering the trouncing. Walter A. Bardgett, of Buffalo, won the five miles open, and George Wiley, the Syracuse ex-messenger boy, finished first in the mile handicap. So much publicity had been given the Walthour-Collins match that a packed house greeted the riders when they lined up for the race.

The match had aroused a great deal of interest in Atlanta for the reason that Walthour had proved himself invincible on his own track, winning two match races over Wills, the English hour record holder, and the same number from James F. Moran, the six days winner. Collins also has defeated Wills this year, so that the match last week was important to the Atlanta "fans," especially as Collins had been hailed as 57 kinds of a hero, in addition to being the American champion, which he is not.

The paced race was the closest that ever has been witnessed in Atlanta and from the beginning of the first heat until the finish of the third the 3,000 people at the trackside yelled themselves hoarse. The first heat was a nip and tuck battle all the way and the men were so close together at the finish that the judges pronounced it a dead heat. Just after the finish Walthour's front tire punctured and let him down, but he fortunately escaped with a few scratches and bruises. The time for the five miles was 8:02.

In the second heat both men went out to win at the crack of the gun, but Collins secured the better start, leading by a quarter lap at the ending of the first mile. Lawson pulled Walthour along admirably, however, and the distance was made up before the finish. At the tape only a half yard separated the riders, Collins being given the decision in 8 minutes flat.

Walthour again got a bad start in the third and final heat and Collins nosed the way for two miles. In the next two miles the Atlantan succeeded in evening things up, but Collins got away at the fourth mile, Walthour made a hair-raising sprint in the last twelve laps, but missed the distance by fifteen yards, the time being the same as in the previous heat.

Superior headwork landed first money for Walter A. Bardgett in the five miles open. Wiley finished second and Cameron third. Walker, Mackay, Williams and Senhouse fighting for the half mile prizes.

It required two trial heats and a final to decide the mile handicap. Wiley won the first heat, with Mackay second and Senhouse third, Walker and Williams qualifying in the second heat, which was the slower. Wiley rode a good race in the final and defeated Williams and Senhouse in the order named.

Gus Lawson and Charles Turville, the two pacemakers, met in a two miles match, but the going was slow. Lawson pulled away from Turville in the last half mile and won by a margin of 30 yards in 3:09. The summaries:

Five miles motorpaced match, professional—First heat tie between Walthour and Collins. Time, 8:02. Second heat won by Collins; second Walthour. Time, 8:00. Third and final heat won by Collins; second, Walthour. Time, 8:00.



Five miles scratch, professional—Won by Walter A. Bardgett, Buffalo; second, George Wiley, Syracuse; third, George Cameron, New York City. Time, not announced.

One mile handicap—First heat won by George Wiley, Syracuse; second, Dave Mackay, Newark; third, Fred Senhouse, Australia. Second heat won by Gordon Walker, Australia; second, Saxon Williams, Buffalo. Final heat won by Wiley; second, Williams; third, Senhouse.

Two miles motorcycle match, professional—Won by Gus Lawson, Buffalo; second, Charles Turville, Philadelphia. Time, 3:09.

Although he had the honor of trouncing Walthour in their first meeting, Elmer J. Collins had the tables turned upon him on Tuesday night of this week, 23d inst., at the St. Nicholas Velodrome, Atlanta. Walthour had little or no trouble in taking the Lynn rider's measure in two straight heats. George Cameron and Walter Bardgett shared honors in the sprint events.

When the gun sent Collins and Walthour away for the first five miles heat of the paced race it was apparent that Walthour meant to get revenge upon Collins for having lowered his colors last week. He continued to gain from the start and completed the distance in 7:58⅗, exceedingly fast for a twelve lap track. Collins had a shade the advantage in the second heat until the last mile when Walthour unwound a sprint that landed him first money rather easily, it appeared. Time, 8:03⅕.

An interesting feature of the meet was the quarter mile time trial in which several of the sprinters tried their legs. George Cameron, of New York, made the fastest time, covering the distance in 26⅖ seconds. Williams was one-fifth second slower and Mackay, Senhouse and Bardgett required 27 seconds to cover the three laps. Walker's time was 27⅕ seconds and Wiley was timed in 27⅖ seconds.

Bardgett showed a clean pair of heels to the field in the five miles scratch. Walker finished second and Mackay was third. Wiley took most of the special prizes, although Bardgett and Walker figured in the money. The summaries:

Five miles motor paced match, professional—First heat won by Robert J. Walthour, Atlanta, Ga.; second, Elmer J. Collins, Lynn, Mass. Time, 7:58⅖. Second heat and match won by Walthour; second. Collins. Time, 8:03⅕.

Five miles scratch, professional—Won by Walter A. Bardgett, Buffalo, N. Y.; second, Gordon Walker, Australia; third, Dave Mackay, Newark, N. J. Time, not stated.

One-quarter mile time trials, professional—Won by George G. Cameron, New York City; second, Saxon Williams, Buffalo, N. Y.; third, tie between W. A. Bardgett, Dave Mackay and Fred Senhouse; fourth, Gordon Walker; fifth, George Wiley. Time, 0:26⅖.

One mile motor paced exhibition—By E. F. Root, Melrose, Mass. Time, 1:32⅕.

Lawrence First in a Close Finish.

Percy Lawrence, San Francisco's little "lightning flash," who probably will ride in the East this year, proved that a winter's rest has done him no harm by winning the five miles handicap at Golden Gate Stadium, San Francisco, Sunday, 14th inst. Lawrence started from scratch with Waterbury and Thomas. The last named punctured in the second mile The fight between Lawrence, Waterbury and Diver, the last on 20 yards, was exciting, a few inches separating each. Banks, Curran and Steinman were fourth, fifth and sixth. Time, 14:06⅗.

Three Races at Riverside Rink.

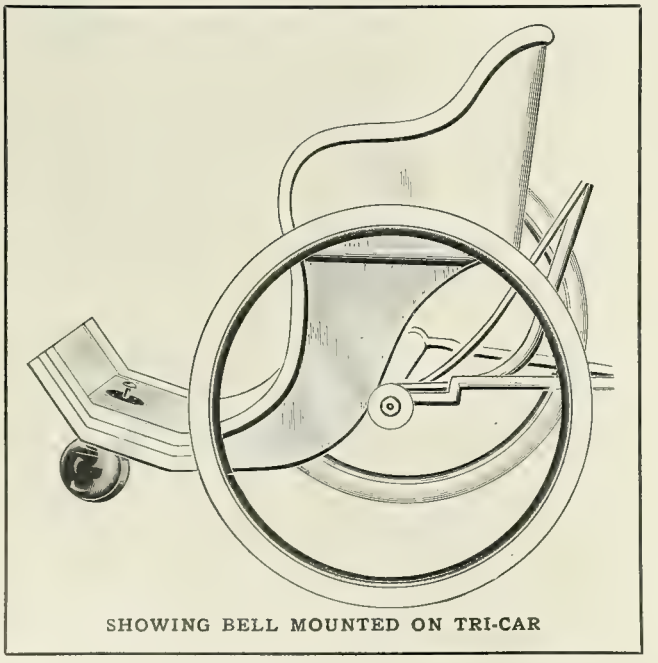
Arthur Nordmark, with a handicap of 6½ laps, won the 10 miles race at the Riverview rink, Chicago, February 18th, in 25:58⅖. A. Anderson was second, and H. Bigelow third. A mile handicap was the feature on Sunday last, 21st inst., which Fred Tyrell won from scratch. Carl Smith and Charles Werthleim, both on 30 yards, finished respectively second and third. Time, 2:37⅕. J. Masigal and Herman Hultgren, both from scratch, finished first in the 5 miles handicap Saturday night. Time, 12:05.

NEW DEPARTURE

Cathedral Chime Tri-Car Alarm Bell



NO. 44—4-IN. TRI-CAR BELL.



SHOWING BELL MOUNTED ON TRI-CAR

Here is the Bell Tri-Car owners want—have asked for.

A slight push of the foot plunger in the floor of the tri-car produces a continuous ringing, loud, penetrating and distinctive chime alarm.

The tone is decidedly musical and pleasing.

The Bell is handsomely finished in heavy nickel plate. It adds to the appearance of the car—is never in the way.

Gong is four inches in diameter and made of special bell metal.

Mechanism is ideal for simplicity and durability.

New Departure Standard Quality throughout.

Ask your dealer or jobber. If he cannot supply you write us.

THE NEW DEPARTURE MANUFACTURING CO., Bristol, Conn.

REMINISCENCES OF THE ROAD

Veteran Cyclist Learns Why Sometimes He "Blew Up"—Odd and Amusing Features of Long Races.

So it is self-poisoning due to excessive muscular waste that causes us to "blow up" or to become "done up" in the course of a long race or a hot scorch! Until I read that article in last week's Bicycling World I never was quite sure what was the matter with me on several occasions in the days of yore when I was ridden to a standstill. I knew that I was "all in" and that "my cork had been pulled," to employ the modern vernacular; and, of course, I realized that it was due to overexertion, but that I had poisoned myself in any way never occurred to me. I daresay, therefore, that there are many other chaps who read with real interest the explanation of how the distress is caused and how best to overcome it. For I daresay few men who ever "hit it up" on track or road escape "bad times" and if ever a man is helpless it is on such occasions; if he were not so nearly "dead to the world," nothing could be more aggravating than the spectacle of being left behind or of having man after man pass him when he has not enough strength remaining to give even an imitation of hanging on.

The subject serves mightily to stir personal recollections. I think the worst "bad time" I ever experienced was on the occasion of a club run in the old high wheel days. In those days, while the pace to the dinner point might be respectable, the homeward journey almost invariably developed into a free for all scorch of the most torrid variety, for there then were no bicycle cops to interfere with such proceedings. On the occasion of which I speak, ours was the last of several clubs to reach a popular dining resort. We had to wait a long time for the meal and were compelled to take what "leavings" were placed before us. They were few and weak. On the way home the usual scorch resulted and I was in the forefront of it. It was a case of hammer and tongs, but I had no trouble in holding my own, that is, until we encountered a stretch of loose going. Then I "blew up" almost without warning. All my strength left me and I scarcely could force my wheel through the sand. Man after man whom we had shaken off, went by, but I was powerless to hang on. I was just about able to move and no more and I steadily grew worse. Night came on and with it about the most overpowering desire to sleep I ever have known. All lights were blurred. I had all I could do to keep my eyes open and to prevent myself from dismounting or falling off in the road and going to sleep wherever I fell. When one of the tail enders happened along I did what I don't think I ever had done before or have done since—I explained my condition and asked him to hang back with me. I believe he did so, but am not now certain, for if ever I was thoroughly "done up" and "dead to the world" it was on that occasion. I was in such a daze that I do not know how I found my way home. I've been ridden to a standstill more than once and I've heard of men "riding their heads off," and the latter is the nearest I can come to explaining my condition. I never was so completely and so utterly helpless and never again experienced that terrible desire for sleep.

Some funny things occasionally happen when a fellow is suffering a "bad time." About the funniest that I can recall occurred in a 50 miles handicap over an out and home course in which I participated in the early days of the pneumatic tired safety. The wind was blowing half a gale on the outward journey and I'm sure I never rode 25 miles faster in my life. I ran into the lead at the turning point, but when I faced the wind there was a different story to tell. The road was none too good and in about five miles, the self-poisoning effects of the exertion made themselves felt. I slowed to a respectful trotting pace and while thus ambling, one of the backmarkers overtook me. He was mounted on a pneumatic tired machine and his tires were soft. I was straddling a borrowed safety fitted with what we then termed "inflated cushions," which really were single tube tires with very thick walls. Observing my "bad time," the backmarker slowed and rode beside me.

"I'm having trouble with my tires," he remarked. "Let's change machines. I've got you beat and want to try for the record. They are all killed off but us two."

I declined the cool request and suggested that I still had a few kicks left, whereat my competitor grew very angry, dropped a few choice and heated remarks and went ahead and won easily.

That particular race "did up" more men, comparatively speaking, than any other of which I have knowledge. Of some 20 starters, every man except the winner rode himself to a standstill. As I recall it, only three of us survived and there was 30 or 40 minutes or more between each of us. I myself "went so dead" that at one time I chucked it and repaired to a roadhouse where I washed up, sat down and with soft drinks in reach prepared to watch the others go by. The rest gave me a chance to recover, and as no one passed I remounted and went on and finished strong in second place and by a wide margin.

If there is anything funnier than anything else, I think it is the spectacle of two or three "dead ones" meeting in a road race and trying to get away from each other. I once was one of such a party that came together in a 100 miles handicap run over the hills of New Jersey. It always was my misfortune to have my speed over-estimated. In no true sense was I ever a racing man. I rode regularly, but never trained and raced on the road only occasionally, and always "for the fun of the thing"; if ever a prize came my way I usually was more surprised than any one else. But early in my club career I had shown two or three flashes of speed, and handicappers never overlooked them, although they were in no way remarkable. In this particular race more than one hundred men started, most of them in front of me. I was outclassed from the word "go." The pace set by the men on my mark would have "killed me off" in less than ten miles. After getting a good taste of it, I decided it was "too rich for my blood," and dropped back and made my own going most of the day. In the course of two or three hours I found the fellows who had shaken me. They were having their "bad times" and were nearly anchored. I gave them the laugh and pressed on, and to my unbounded surprise learned that I was well up among the leaders. But I had laughed too soon. Within fifteen miles of the finish, I became "baked" and my legs refused to respond. Then men began to pass me, but groggy as I was I also overtook a couple of strangers who were in even worse shape. As misery loves company we rode together for a while and succeeded in losing our way in going through a town. When we finally straightened out for the run home, we forgot our misery in the effort to beat each other. There then was no humor in the situation, but looking backward it must have been positively comical. Our legs were wobbly and not one of us could raise a gallop. Eyeing each other sharply we tugged and strained as best we could and see-sawed weakly all over the road. Finally one of my rivals stopped for a drink. He was wise. A few minutes later he came along and passed as like a young locomotive. Then I also stopped and wet the inner man and also regained my strength, but I never overtook the "locomotive" though I did shake off the other fellow.

There's an odd feature about these long distance handicap road races—the fact that the backmarkers usually find themselves up front before they are aware of it. They pass men by the dozen or by the score and without knowing it and without seeing them. The men who puncture or collapse seem almost to drop off the earth. They go into crossroads, farm yards, road houses, or railroad stations and rarely are to be seen by the hurrying backmarkers. It is a peculiar feature that I've heard remarked more than once. In the 100 mile race of which I speak I must have passed 75 or 80 men and yet I'm sure I did not see more than 25 or 30 of them, and it was the same in the few other races in which I was fortunate enough to make a showing.

There was one other peculiarity about pace that frequently seemed a striking in-

consistency. In a five or ten miles road race, I could average better than 2:50 per mile, without turning a hair, and yet I could not ride a half in 1:25 or a mile in 2:49 to save my soul. Every effort to do so simply "tore the lungs out of me," and left me so generally distressed that I did not often try it. In these short flights I hardly think it was a case of "bad time" or of self-poisoning due to over-exertion, so the explanation must be sought elsewhere. I do not pretend to be able to offer one.

If in an open road race—a long distance scratch event—there is anything sweet or anything that "makes up" for a long series of "bad times," it is to be able to hold the crowd safe all the way and to toy with it at will. I had at least one such experience during my ambitious days, and it developed one of those few inexplicable flashes of form that ever after cost me dear when I entered a handicap race. It was a 100 miles event and the field of ten was not a particularly classy one, though it included several hardy road riders and a "local pride" who was full of real speed and who had licked every man who went up against him. The race had been organized for his benefit. But from the very start I had the crowd at my mercy, though I did not know it for the first 15 miles. At that point, when I was full of running and inclined to push the pace, one of my chums rode alongside and begged me to let up.

"What's the use of killing us off?" he exclaimed. "Let's make it a sociable affair and fight it out at the finish," he urged.

I was not unwilling, so we "took it easy" for the next ten miles, when the local pride began to crowd things and to show a disposition to break away. I promptly went after him and we soon left the others far behind. Ten miles more and I had the local crackajack begging for mercy.

"We've got the race all to ourselves. Let's take things easy the rest of the way," he suggested, and added: "You can have the medal. I won't beat you in the sprint."

I advised him to hang on if he could, and opened another notch.

"I can't stand it much longer," he remarked soon afterward.

He became so groggy that in making a turn he ran into my rear wheel—we were on good old ordinaries—and fell. I dismounted and waited for him to remount. His family was on the course with refreshments and to see him win. When he saw his chances fading he once more urged me to "let up."

"You've got me," he said. "But don't make a show of me. Don't beat me too badly."

"I'm 'done.' Good bye!" he cried a few moments later as he began to slip behind.

For the better part of fifty miles I rode entirely alone, save when I lapped the local pride and the others who remained in the running—it was a circular course—at which times I slowed to chaff them. But I simply could not hold myself in and won by "miles and miles." I never could wholly account for my speed and condition on that occasion. I did not experience even the semblance of a "bad time" and while minutes were clipped from the record, had I been pushed or fancied that the record was within my grasp it would have been as easy to lop an hour off of it. It was only during the last 15 or 20 miles that some realized that there was a chance to break the record and that my pace was hurried.

VET.

Vanden Dries Wins Armory Race.

William Vanden Dries, riding from scratch, won the one mile handicap at the 71st Regiment Athletic Association's games in New York City Saturday night last, 20th inst. Three heats and a final were run and Vanden Dries qualified in the first, as did Walter Raleigh from 30 yards. W. A. Ferrier (120 yards), won the second heat, with C. A. Mohrman (60 yards) second. Nerent (100 yards) ran away with the third heat, Devine (20 yards) also qualifying. Nerent was picked as the winner in the final heat and was about to pass Vanden Dries and Raleigh when the former unintentionally swerved in making a turn, which forced Nerent to fall back. The finish between Vanden Dries, Raleigh and Nerent, in the order named, was close, the time being 2:25⅗.

Paris to Lose Its Winter Track.

Parisian "fans" received a shock last week when it was announced that the Galerie des Machines, which for six years has housed the velodrome d'Hiver, is to be demolished. The building, which is owned by the city, was leased for six years, and as the lease has expired it was decided to demolish the building, the contract having been awarded to M. Bonhomme Sons for $13,040. Just where another location for a winter track will be found is not apparent, but the managers of the velodrome d'Hiver have made an arrangement whereby meets can be held next October, November and December, by which time tt is expected to have built a new indoor track. The Galerie des Machines will be demolished immediately afterward.

Futile Attack on Colver's Record.

H. A. Martin, whose six hours record was first broken by O. C. Godfrey and later by H. V. Colver, attempted to regain his laurels at the Canning Town (England) track February 9th, but the repeated freezing of his carburetter rendered the trial fruitless. Martin covered 231 miles in 5 hours 8 minutes 10⅘ seconds, and was inside the record at 216, 217 and 218 miles, but ensuing carburetter trouble put him considerably behind Colver's figures.

Who is the Most Popular Rider?

The Union Velocipedique Francais has taken a vote to determine the most popular rider, the idea being to assist the promoter in arranging future match races. Thorvald Ellegaard, the Danish crack, who has been a consistent world's chamship winner, was almost the unanimous choice, receiving 417 votes, against 157 for Emil Friol. The other riders who figured in the returns were as follows: Vanden Born, 65; Petit-Breton, 32; Depre, 27; Poulain, 15; Hourlier, 15; Major Taylor, 9; Rutt, 8; Kramer, 6; Bader, 3; Clarke, 2; Darragon, 2; Faber, Macfarland, Otto Meyer, Leon Georget, Guignard and Wills, 1 each.

Berryessa Joins the Cash Chasers.

After two years' absence from the track John R. Berryessa, the Garden City Wheelmen's crack sprinter and pursuit rider, has begun training preparatory to the opening of the Salt Lake tracks. Berryessa quit racing two years ago on account of stomach trouble, but since that time he has been working on his father's ranch at Berryessa, near San Jose, and is now stronger than ever. He will not, however, ride as an amateur, having decided voluntarily to cast his lot with the cash-chasers.

Making Clarke a Book Taught Bilkins.

The French are not behind Americans when it comes to advertising. Clarke's sudden improvement as a tactician is accredited not to his experience in riding against the major-generals of the French style of racing, but to reading a treatise upon the art of jumping and sprinting, which fact is considerably played up in the advertisement of the publishing house. Clarke's friends will smile as he neither speaks nor reads French.

Bridgeton Revives Bicycle Ordinance.

There has been such a notable increase of bicycle riding in Bridgeton, N. J., that Commissioner of Public Safety George H. Hughes has resurrected an almost forgotten ordinance requiring bicycles to be equipped with lights at night, and which forbids riding on sidewalks in the city limits. Instructions to enforce the ordinance have been given the police, and several arrests already have been made.

Bicyclist Blown from a Bridge.

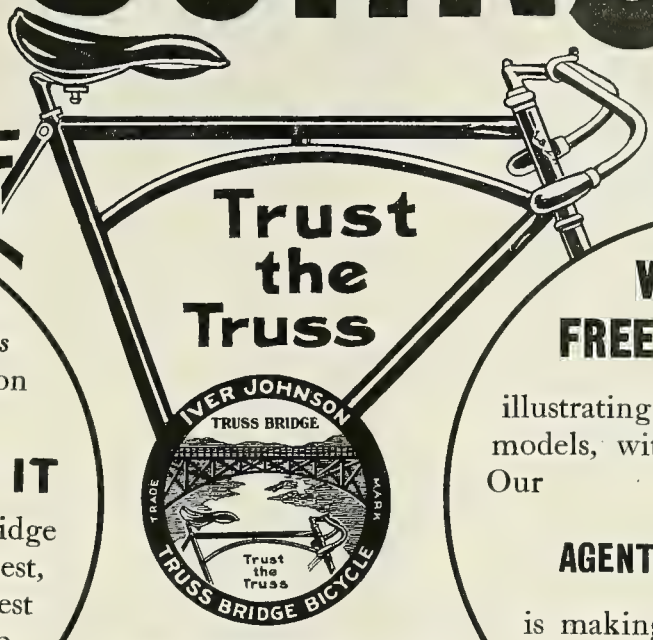
It was an unusual accident that sent Roy H. Boyd, a Trinidad (Colo.) grocer to his home with several broken bones, and slight hope for his recovery. Boyd was riding his bicycle across the high bridge at El Moro when a sudden gust of wind blew him and bicycle off the bridge. He fell to the bottom of the arroyo where he was found unconscious and with some bones broken.

Fenn Preparing to Resume Racing.

W. S. Fenn, who did brilliant work as Frank L. Kramer's team mate some years ago, and who long has been known as the "handicap king," intends to get in the running again. Fenn is considerably overweight but has started training on the road and expects to be in condition for the opening meet at the Newark Velodrome, where he has signed to ride all season.

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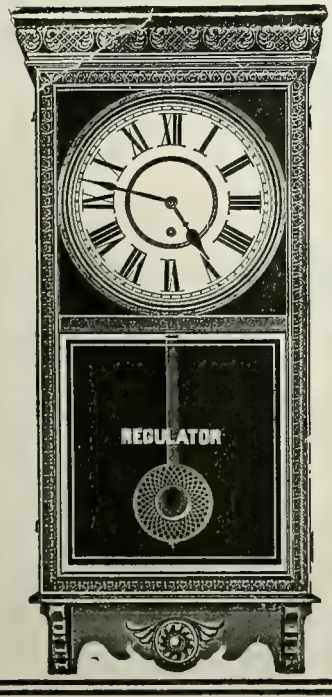
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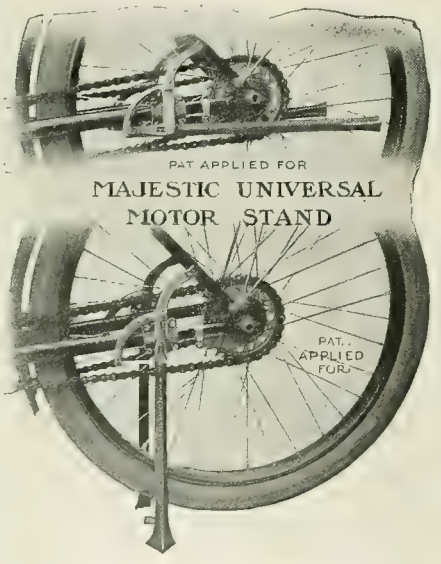
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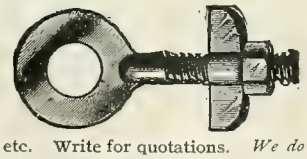
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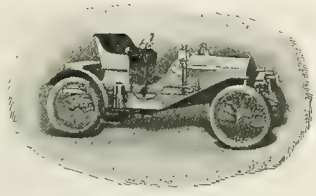
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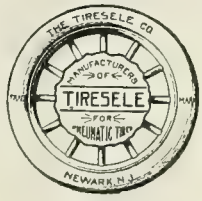


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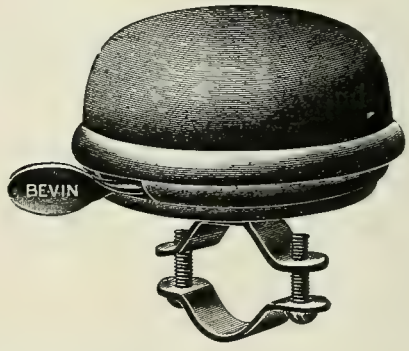
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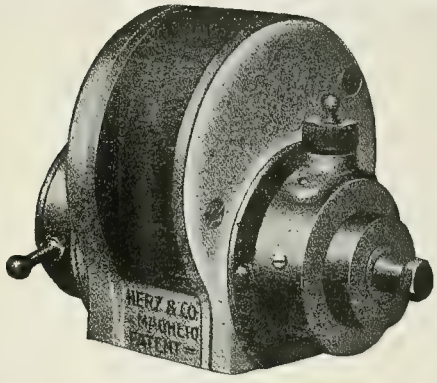
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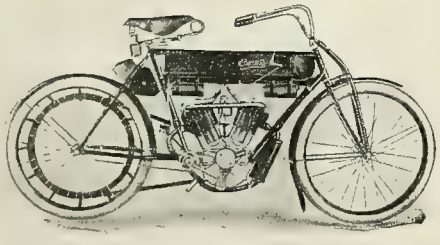
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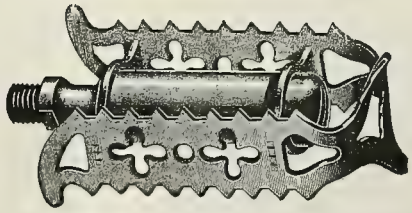
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903,290. Carrying Attachment for Bicycles. Joseph Jahnel, Dittersbach, and Bruno Grohmann, Ostritz Germany. Filed Dec. 31, 1907. Serial No. 408,723.

In a carrying attachment for bicycles, the combination with two extensible posts provided with hooks at the ends for hanging on the handle bar and bearing against the two side parts of the fore wheel fork respectively, and each consisting of a hooked screw spindle and a hooked part which is provided with ears for fitting the screw spindle, of a carrying means pivotally connected with said two extensible posts, and two extensible supporting rods pivotally connected with said carrying means and adapted to rest on the two ends of the fore wheel axle.

903,468. Bicycle Handle Bar. Henry D. Griswold, Providence, R. I. Filed July 22, 1907. Serial No. 384,855.

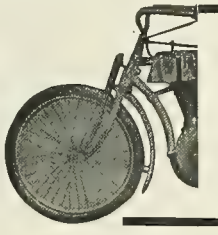
1. An improved handle bar, comprising an expandible binding post provided with an integral offset ear, an extension member provided at one end with an integral offset ear, means for pivotally connecting said ears, whereby said extension piece is rendered radially adjustable, means for securing said extension member in any position within its range of adjustment, and a binding sleeve carried by the free end of said extension and adapted to receive a handle bar.

903,780. Bicycle Pump. Joseph S. Robinson, Gaffney, S. C. Filed Jan. 23, 1908. Serial No. 412,298.

1. A bicycle pump having a piston stem, a cross piece connected with the stem and forming a stationary jaw, and a flexible clamping band connected at one end with the stem and adapted to be disposed to form a movable jaw for co-operation with said stationary jaw, with its free end arranged to be gripped with the stationary jaw and part of the frame of the bicycle in one of the hands of the operator to rigidiy clamp the stem to said frame part.

904,721. Motor Wheel for Cycles. Jules E. Perillard, Geneva, Switzerland. Filed April 1, 1907. Serial No. 365,654.

1. A motor driven wheel comprising a drum and a disc thereon both mounted on a fixed spindle, the fixed spindle being secured in a vehicle frame and supporting a motor mounted inside the wheel, the fixed spindle being perforated on one end, a gear-wheel on the motor, a gear wheel meshing with the first gear and loosely mounted on the spindle, a friction surface on the second gear, a clutch on the wheel and adapted to be thrown into and out of contact with the friction surface of the gear, a stem in the perforation of the spindle and connected on one end with the clutch to operate it, and means on the projecting end of the stem for operating it.



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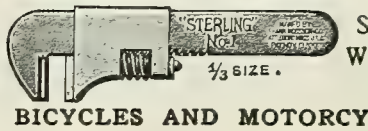
BICYCLE GOODS

Ask for Catalogue of Bicycle and Motorcycle Parts and Sundries. We want every dealer to have our Monthly Bargain Book. Write us.

NEW YORK SPORTING GOODS CO.
17 Warren Street, New York.

1909 CATALOGUE OF
Bicycle and Motorcycle Sundries
Ready for distribution January 20th. Better send for one, or you will miss many good things.
THE SIDNEY B. ROBY CO.,
ROCHESTER, N. Y.

NAMEPLATES
FOR
Bicycles and Motorcycles
CHANDLER CO., Springfield, Mass.



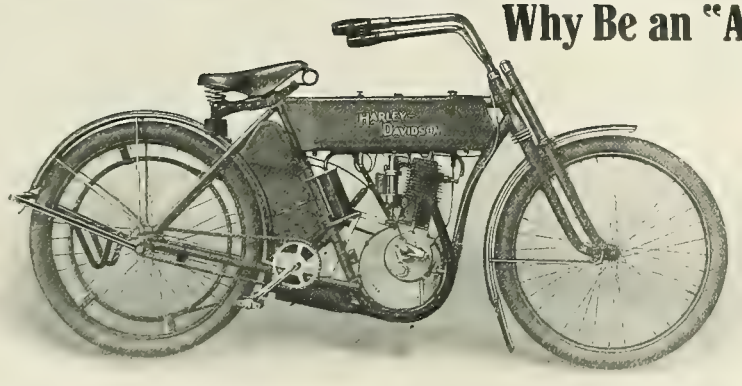
Sterling Wrenches
FOR
BICYCLES AND MOTORCYCLES
Frank Mossberg Co., Attleboro, Mass.

Troxel Saddles
New Models
FOR BICYCLES AND MOTORCYCLES.
Now Ready
Write for quotations.
TROXEL MFG. CO., Elyria, Ohio.

those who have used them most will tell you that
Duckworth Chains
are the most satisfying chains ever applied to
Bicycles or Motorcycles
DUCKWORTH CHAIN & MFG. COMPANY
Springfield, Mass.

Greatest Variety—All Sizes
SPROCKETS
THE PARISH & BINGHAM CO.
Cleveland, Ohio

Why Be an "Also Ran" When You Can Be a Leader?



The possession of a
HARLEY-DAVIDSON
in itself assures every man, whether as a rider or a dealer, a position in the front rank. Why be content with an inferior place? If you desire to be helped to "something better," write us.

Harley-Davidson Motor Co. Milwaukee Wisconsin

OVINGTON MOTOR COMPANY OF NEW YORK · F·N · MOTORCYCLES

"*The* Motorcycle *for* Gentlemen"

F. N. OF COURSE

OVINGTON MOTOR COMPANY OF NEW YORK · OVICO · SPECIALTIES

"Rush More Goodyear Pathfinder Tires"

J. A. Leonard, bicycle dealer of Wellsville, N. Y., writes us:—

"I am sending you the names of fifteen bicycle riders who have purchased Pathfinder Tires of me. These have bought from one to two tires each and are well pleased with them. They have proven to be excellent tires. I am sending an order for more Goodyear Pathfinder Tires. Please rush as I do not wish to get out of them."

This is a sample of the kind of letters we are getting from live dealers every day. We have more than 300 dealers—one to a town—all over the country, who write us that the Goodyear Pathfinder is the readiest seller they ever handled. There must be a reason. Find out. You write us if we are not represented in your town, and see what a money-making opportunity there is in it for you. Be the live wire—for wide-awake dealers certainly are quick to see the advantages of handling the Goodyear Pathfinder. Start a letter to us today.

Ask us for a section of the Pathfinder Tire. You will see why the Pathfinder pleases riders so well—why it is a durable tire and easy riding tire as well.

In the Pathfinder Tires only the best materials are used. That is why they last—*but*

To this wearing strength we also unite by the Special Goodyear construction easy-riding quality called "resiliency."

Goodyear Pathfinder Tires are made of gum as nearly pure as possible in a bicycle tire which will vulcanize properly.

The fabric is Egyptian of a special close weave, which, while very pliable, is of great strength.

Examine particularly the Pathfinder Tire's cover. It will be good and strong when others have been worn out and thrown away.

Yet the Pathfinder yields and springs in your hands.

The Reinforcing strip is made of toughened rubber prepared by our own patented process which preserves the resiliency while giving the most stubborn resistance to wear.

The rim side of the Pathfinder is pebbled so as to give the rim cement a tight grip and thus prevent creeping.

You can *repair* the Pathfinder Tire. This is another great feature of economy. Many bicycle tires cannot be repaired. The first break means that they will have to go to the junk pile.

It pays to sell a good tire. You have it in the Pathfinder. You can offer it at a price that will attract everyone.

PATHFINDER MADE BY GOODYEAR TIRE & RUBBER CO. AKRON, O.

Write for Sample Section of "The Pathfinder"

The Goodyear Tire & Rubber Co.
Moal Street, Akron, Ohio

¶"The A B C of Electricity" will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c. The Bicycling World Co., 154 Nassau St., New York

ARE YOU A PROSPECT?

If so, you naturally want the worth of your money, don't you? You want a silent, powerful, reliable, and neat looking machine. One that you needn't be ashamed of in any way, one that is flexible in control and yet does not look nor weigh like a "young" truck.

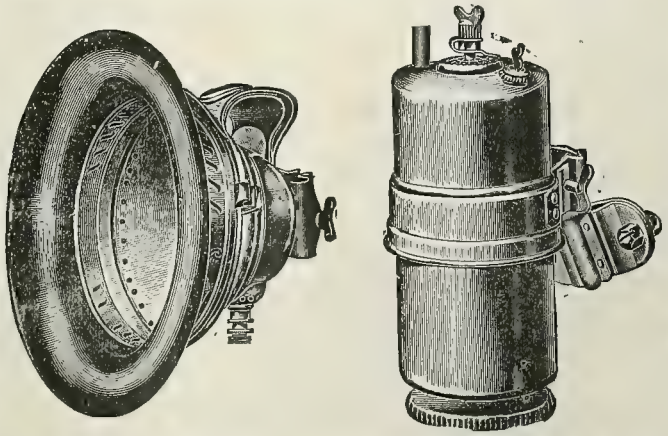
If that is the kind of a motorcycle that you wish, drop us a line and we will be pleased to send you full particulars and catalogue of the ONLY machine that has all of the above features, and more, too.

ARMAC MOTOR CO., 472 Carroll Ave., Chicago, Ill.

Night Riding is Dangerous With Poor Lamps

You needn't hesitate about night riding with our lamps, because **they stay right,** and do not get out of order when you are ten miles from nowhere.

Don't lose any pleasure by poor lamps. Riding by night is the latest sport and you should get some of it.



This is set No. 55 A & B, consisting of lamp 5″ in diameter, depth 4½″, weight 12 oz., and generators 5½″ high, 2½″ diameter and 12 oz. in weight.

Complete set, Price $6.50.

"A copy of our catalog mailed on request."

THE MOTOR CAR EQUIPMENT CO.

1727 Broadway NEW YORK 55 Warren St.

WANTS AND FOR SALE

10 cents per line; 15 cents per line if in capital letters. Cash with order.

FOR SALE—1908 twin Indian, with Bosch magneto, seven quart gasolene tank on top bar, brand new set of Morgan & Wright basket weave tires, rough rider grips, and many other extras. Has just been thoroughly overhauled, having all worn parts replaced by new ones, and also has a new frame. The machine looks like new as it has only been ridden a short distance. Just as good as a 1909 machine. Will sell for $200. R. J. KELLER, JR., 88 Broad St., Boston, Mass.

FOR SALE—The oldest and best bicycle, motorcycle, athletic and sporting goods business in western New York, handling Pierce, Reading Standard and Yale lines. Paying repair shop and reasonable rent. A rare opportunity. GEO P. THOMAS & BRO., 46 Main St., Batavia, N. Y.

WANTED—Engineer and designer of motorcycles, by a concern of ample capital. Only those possessing the most thorough experience need apply. State experience, and salary desired, and give reference. Address CO., BOX 649, New York.

WILL make fair allowance for limited number second-hand motorcycles in trade for '09 Indians. Open daily to 9 p. m. Sundays by appointment. B. A. SWENSON, Providence, R. I.

WANTED—Second-hand bicycle package car. Address HERBERT WILLIAMS, Worcester, Mass.

FOR SALE—Second hand motorcycles and accessories. Every motorcyclist should get our 40 page bargain list. MOTORCYCLE SUPPLY CO., Hammondsport, N. Y.

FOR SALE—20 Indian motorcycles, '08, '07, and '06; singles and twins; several almost new, carried over from last year or taken in exchange for new. Prices are right. Select early. Some rare bargains. Shipped with privilege of examination. Send in yours and exchange for the new loop frame models. W. F. MANN, Yonkers, N. Y.

WANTED—Most competent motorcycle repairman we can get. Must be capable and energetic salesman. Apply by letter, with references and experience. W. F. MANN MOTOR CO., Boston, Mass.

FOR SALE—Good second hand bicycles, complete except tires; lots 5 or over $4 each. Ladies' complete frames, $40 per 100. McDOUGALD, 357 N. State St., Chicago, Ill.

FOR 10 CENTS, copies of the Bicycling World's 84-page New York Show Number will be mailed postpaid to any address. Contains complete table of specifications and illustrates and describes all new models and new features of all motorcycles exhibited.

HAVE your motorcycle attended to during winter months. My prices are right and my work is beyond the experimental stage. Enameling any color. Everything in stock for both "The Man" and "The Motor." B. A. SWENSON, Providence, R. I.

FOR SALE—N. S. U. tri-car, 6 h.p., two speed gears, lamps and all necessaries; also N. S. U. motorcycle, 6 h.p.; just been re-enameled and overhauled in every way; both machines practically new, having been used very little; can be seen at 206 West 76th St. C. C. KELLEY, 102 West 93d St., New York City.

WANTED—100 second-hand motorcycles; spot cash paid for same. DENINGER'S, Rochester, N. Y.

FOR SALE—Supply business in a western jobbing center. Automobile, motorcycle and bicycle sundries. Sales $100,000. Mail orders per day, 50. 3 salesmen. Yearly catalog illustrated. Sale includes stock, catalogs, fixtures, mailing lists, good will, etc. Stock inventories $20,000 net cost. All new and up to date. Sales price $20,000. Cash proposition only. A growing profit making business going at bargain. Address D. H. HOWE, 1105 Masonic Temple, Chicago, Ill.

MOTORCYCLES—35 second hand machines on hand, all makes; $40 up. Send stamp for illustrated circular describing them. TIGER CYCLE WORKS CO., 782 Eighth Ave., New York City.

MOTORCYCLES—All makes second hand, from $60 up; agents for Merkel, Armac and Crouch. We buy for cash and sell for cash. E. J. WILLIS CO., 8 Park Place, New York City.

WE can supply all parts of the Orient bicycle and tandems. THE HUB CYCLE CO., 285 Hanover St., Boston, Mass.

SPOT cash paid for second hand motorcycles; we want 100. E. J. WILLIS CO., 8 Park Place, New York City.

FOR SALE—$65 takes it; 1906 Indian in fine condition. ALEX HENDERSON, Flemingsburg, Ky.

WE REPAIR MOTORCYCLES.

HURCK MOTOR & CYCLE CO.
109 N. 12th St., St. Louis.

Who would think of building Bicycles, Coaster Brakes, Lawn Mowers, Sewing Machines, etc., without using therein the



Star Ball Retainers

WHO? Tell Us

The Star Ball Retainer Co.
LANCASTER, PA., U. S. A.
and Berlin, S. O. 36, Germany





BICYCLE

Heads and Head Sets, Clusters, Hubs, Ball Cups, Hangers, Tees, Tips, Chain Adjusters, Fork Ends.

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WORCESTER, MASS.



For testing dry cells, use the

Eldredge Battery Ammeter

0 to 30 Amperes

Indicates in either direction of current. Price $3 50, delivered.

ELDREDGE ELECTRIC MFG. CO.
3 Post Office Square
Dept. M. **Springfield, Mass.**

We are now ready to quote prices and deliver samples of the

1909 Hudson, Lenawee, Atlanta and New England Bicycles.

Write us.

J. W. GRADY & CO., Worcester, Mass.

TO THE LIVE MAN interested in cycling or motorcycling who realizes the value of keeping informed about all that concerns it this blank is hint enough:

THE BICYCLING WORLD COMPANY
154 NASSAU STREET, NEW YORK

Enclosed find $2.00 for which enter my subscription to THE BICYCLING WORLD AND MOTORCYCLE REVIEW for one year, commencing with the issue of_____

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ENDS TROUBLE TRADE PERMANIT MARK GIVES COMFORT

Tire Troubles?

USE PERMANIT

For particulars write or send 53 cents for a sample carton which is sufficient for a bicycle tire.

THE ADOLF KARL COMPANY,
237-9 Washington St. Newark, N. J.



It's foolish to pay more for a spark plug when you can get a plug so good as the "Vulcan" STA-RITE for $1.25. Made with outer cap. Inner tube never exposed. Can't crack. THE R. E. HARDY CO., 25 W. 42d St., New York.

DOW'S BICYCLE LUGGAGE CARRIERS



BEST THING for the purpose ever put on the market. In use all over the United States.

Can put on or detach instantly with adjustable hook.

Good sellers, because the riders all want them and the price is popular. Write for prices.

Dow Wire and Iron Works, Louisville, Ky.



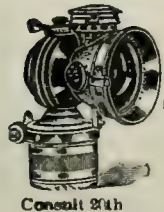
IDEAL PLATING CO.
Marlboro, Mass.

All Mesinger Cavalry and Standard Motorcycle Saddles are fitted with fibre friction shock absorbers.

M. & F. MESINGER MFG. CO.
1801 First Ave., New York

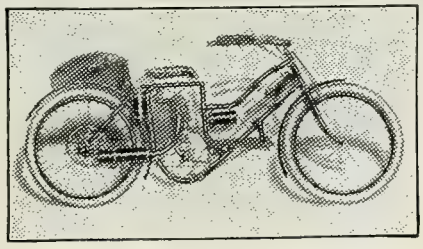


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We Make a Specialty of High-Grade Sprockets for the Cycle Trade
HYDRAULIC PRESSED STEEL CO.
CLEVELAND, OHIO



20th Century
OIL AND GAS
BI AND MOTOR CYCLE
Contained and Separate Generator LAMPS
Consult 20th Century Catalogues
"BABY GRAND" *Motor* Boat Car and Cycle Searchlights
AUTOMOBILE LAMPS
20th CENTURY MFG. CO., 19 Warren St., N. Y.

NEW ERA AUTO-CYCLE
Two Speeds, Free Motor, Hand Cranked.
Manufactured by
THE NEW ERA GAS ENGINE CO.,
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TORPEDO MOTORCYCLES

We are offering the following models for 1909:

Model B, 2¾ H.P.	$190.00
Model C, 3 H.P.	225.00
Model G, 3 H.P., with rear spring	250.00
Model F, 5 H.P., twin cylinder	275.00

Can furnish Magnetos if so desired. Write for catalog.

THE HORNECKER MOTOR MFG. CO.,
Geneseo, Ill., U. S. A.



The great satisfaction given by
The SPLITDORF Motorcycle Plug
is due to the fact that it gives so much better ignition than any other. Made expressly for the Motorcycle.
C. F. SPLITDORF,
261 Walton Ave., New York.

Unterberg & Helmle Magnetos
are reliable.

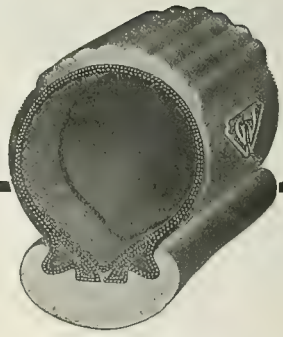
J. S. BRETZ CO., Sole Importers,
Times Building, New York City.

TO KNOW THEM IS TO LIKE THEM
Gibney Special Tires
Quotations on Request
J. L. GIBNEY & BRO., Philadelphia, Pa.

THE OLD PHILADELPHIA HOUSE
Our Catalogue is ready and will be mailed for the asking.
GEO. W. NOCK CO.
Jobbers of
BICYCLES and SUNDRIES
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Special Stampings
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INDIANS AND READING STANDARD MOTORCYCLES.
ALSO COLUMBIA AND HARTFORD BICYCLES
AMOS SHIRLEY, Agent,
935 Eighth Ave., bet. 55th & 56th Sts., NEW YORK



INDIANAPOLIS
G & J BICYCLE TIRES

Everybody prefers these tires because they are the highest quality, the easiest riding and the easiest to repair when punctured. No tools required.

Handled by all dealers.

G & J TIRE CO.
Indianapolis, Ind.

HIGH GRADE
wheels must have the best equipments

There is nothing that gives more value for the money than the use of the

MORSE TWIN ROLLER CHAIN



NOISELESS IN MUD, WATER OR DUST AND ALWAYS EASY RUNNING

The only chain having FRICTIONLESS ROCKER JOINTS. Insist on having the Morse Twin Roller. Fits regular sprockets.

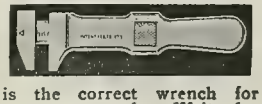
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MORSE CHAIN CO., Ithaca, N Y.

Genesee Pedals **Frame Sets**
Also All Metal Parts for Bicycle Construction
JOHN R. KEIM MILLS, (Inc.) Buffalo, N.Y.

THE MARK OF QUALITY B THE BILLINGS & SPENCER CO. HARTFORD

THE B. & S. MODEL "B"



is the correct wrench for your motorcycle. Write for circular.

Empire Tires
WEAR LONGEST

EMPIRE AUTOMOBILE TIRE COMPANY, - TRENTON, N. J.

BRANCHES—Newark, 264 Halsey St.; Detroit, 842 Woodward Ave.; Boston, 292 Devonshire St.; Chicago, 20 La Salle St., 1301 Michigan Ave.; New York, 73d St. & Broadway; 148 Chambers St. AGENCIES—Pittsburg, Consumers' Auto Supply Co.; Kansas City, Mo., Empire Tire & Rubber Co.; Atlanta, Ga., Dunham Rubber Co.; Cleveland, O., Motor Supply Agency Co.; Norfolk, Va., Wm. H. Grover; Denver, Denver Auto Goods Co.; Jacksonville, Fla., Savell Rubber Co.; Philadelphia, Penn Auto Supply Co.; Los Angeles, Cal., Pacific Elec. Wks.; Buffalo, N. Y., Empire Sales Co.; Minneapolis, Empire Tire & Rubber Co.; Savannah, Ga., Harris Tire Co.; New Orleans, La., H. A. Testard.

Motorcycle Show
HELD IN CONNECTION WITH THE
Boston Automobile Show

Mechanics Building, Boston,
March 6th to 13th

WILL BE THE LARGEST AND MOST COMPLETE EXHIBIT OF ITS KIND EVER HELD

FOR INFORMATION ADDRESS:
CHESTER I. CAMPBELL, Gen. Mgr.
5 Park Square, Boston

THERE IS BUT ONE HANDLE BAR
that affords comfort to all ages, sizes and conditions of mankind—

The Kelly Adjustable

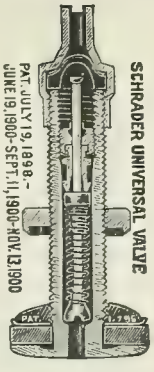
THE STANDARD BAR OF THE WORLD

AFFORDS TWENTY-FIVE DIFFERENT POSITIONS

Any bicycle manufacturer will supply it if you insist

KELLY HANDLE BAR CO.
CLEVELAND, OHIO

SCHRADER UNIVERSAL VALVE
(Trade Mark, registered April 30, 1895.)



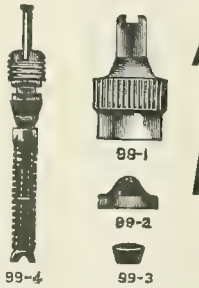
NOTICE Manufacturers of Bicycles, Jobbers and Dealers:

In order to facilitate the obtaining of

PARTS of the Schrader Universal Valve

we have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON, Inc. Price List sent on application.



SIMPLE AND ABSOLUTELY AIRTIGHT.

Manufactured by
A. SCHRADER'S SON, Inc.
Established 1844.
28-32 Rose Street
NEW YORK, U. S. A.



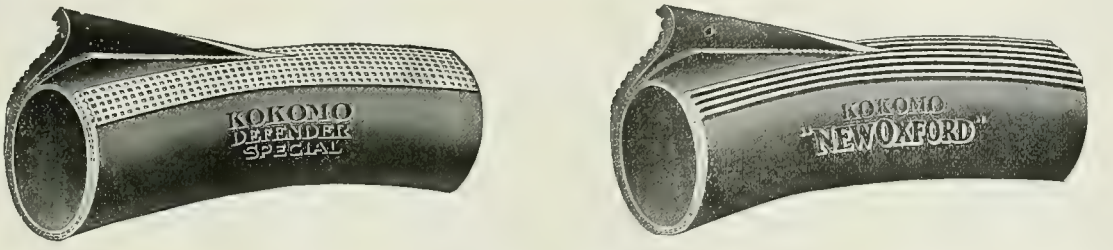
Now's the Time to Prepare for the Spring Overhauling

which means that the

DEALER AND REPAIRMAN

who has not laid in his stock of

Kokomo Bicycle Tires



should be up and doing.

Long years of experience have proven that no tires give greater satisfaction or offer so much value for the money.

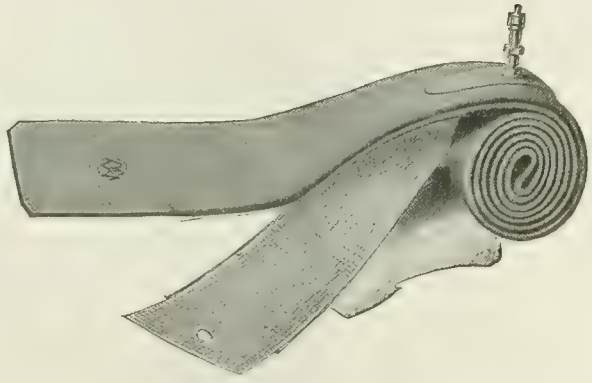
And now that there is a

Kokomo Motorcycle Tire



also available the dealer and repairman are in position to bid for that trade with the same assurance of giving unstinted satisfaction.

KOKOMO RUBBER COMPANY, Kokomo, Ind.



MORGAN & WRIGHT
Butt End Motorcycle Tubes

The trend of the business at the end of last season was all toward Butt End tubes. Motorcyclists found that the time required to replace an injured tube could be cut nearly in half by their use. Everything points to their being even more popular during the coming season.

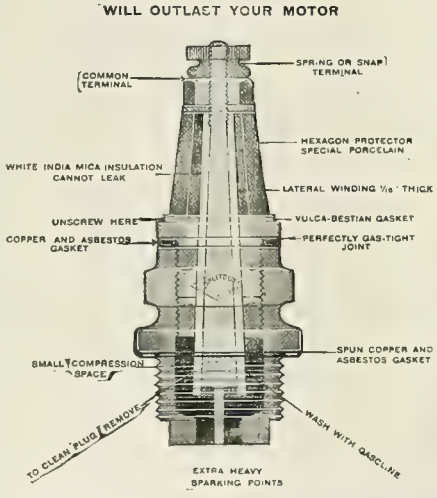
Morgan & Wright Butt End tubes have all the advantages of the ordinary Butt End tubes without their one great disadvantage—tendency of the ends to crawl apart.

They are provided with a canvas strip (shown in the cut) which hooks over the valve stem, holding the tube securely in place at any pressure.

A fine tube for any dealer to handle from the standpoint of both profit and customer satisfaction.

MORGAN & WRIGHT, Detroit

Thousands of Satisfied Users



There is always a good, sound logical reason when the product of a manufacturer acquires and holds great patronage—especially in the face of keen competition.

It proves beyond question the sterling quality of such product—it is the unmistakable seal of public approval.

The large and constantly growing demand for the

SPLITDORF Motorcycle Plug

is direct and ample evidence of this fact.

Made expressly for Motorcycle use, and guaranteed to be absolutely gas tight, soot proof and unbreakable. With this Plug in your engine you can be dead sure that your next trip will not be marred by any of those tantalizing ignition troubles that form nine-tenths of Motorcycle worry.

Do not be persuaded to accept any other Plug said to be "just as good as a SPLITDORF." If the SPLITDORF Plug were not the best it would not be used by the leading makers and riders of this country.

Ask for it—obtain it—use it, and you can be dead sure of good ignition.

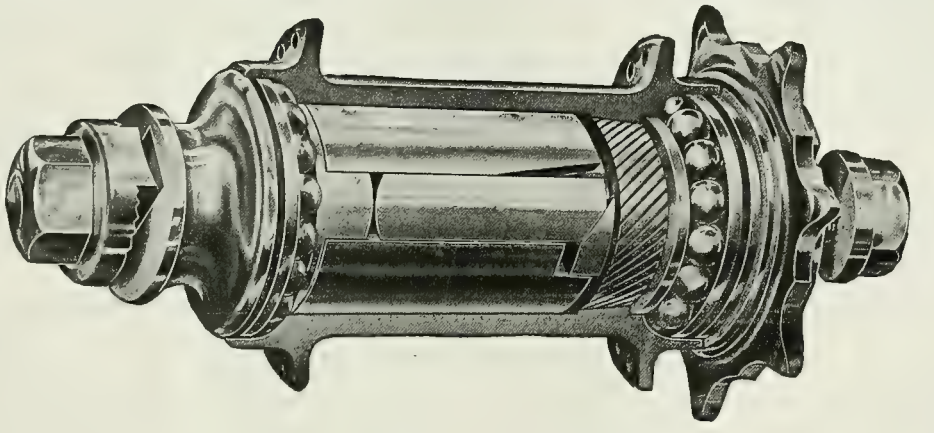
C. F. SPLITDORF, Walton Avenue and 138th Street, **New York**
BRANCH, 1679 BROADWAY

CHICAGO: 319 Michigan Ave.
SAN FRANCISCO: 520 Van Ness Ave.
BOSTON: Motor Mart, 220 Pleasant St.
DETROIT: 886 Woodward Ave.

"I can coast almost twice as far"

writes Mr. L. H. Meech, one of the progressive bicycle dealers of Cleveland, Ohio, referring, of course, to the

ECLIPSE COASTER BRAKE



Says Mr. Meech:

"I am very much pleased with the way it works. Am using the Eclipse on a wheel of my own make and can truthfully say that I can coast almost twice as far as I could with the ——— I was using."

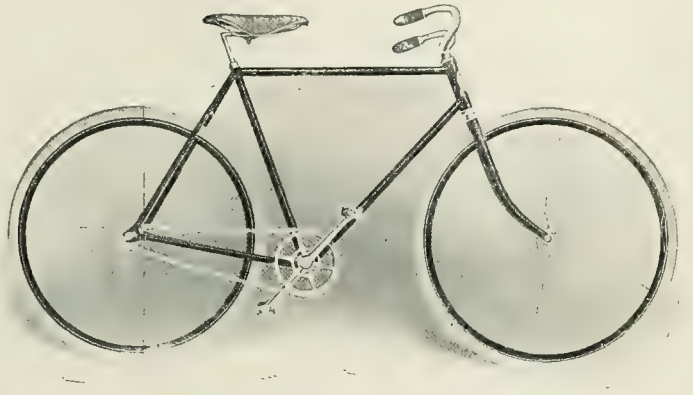
The Eclipse was designed to still further increase the pleasures of cycling and in every direction such expressions as Mr. Meech's prove that it is fulfilling its mission.

ECLIPSE MACHINE CO., Elmira, N. Y.

Licensed Coaster Brake Manufacturers.

The Selling Season Is Here!

Have you a stock of PIERCE bicycles on hand to take care of the demand that is bound to exist in your market for Pierce goods? You ought to have samples of the Cushion Frame Chainless—unequalled by any other cycle construction; the moderate-priced Cushion Frame Chain Model; the Racer Models which are ridden by the best cyclists of the world; the heavy-selling Roadster Model and the new and extremely popular Heavy Service bicycle.



The Pierce Line Is More Complete Than That Offered By Any Other Manufacturer.

If our line is not represented in your store, write for catalog and agency proposition, which, by the way, is extremely advantageous to dealers.

We Also Make The 4-Cylinder Pierce Vibrationless Motorcycle.

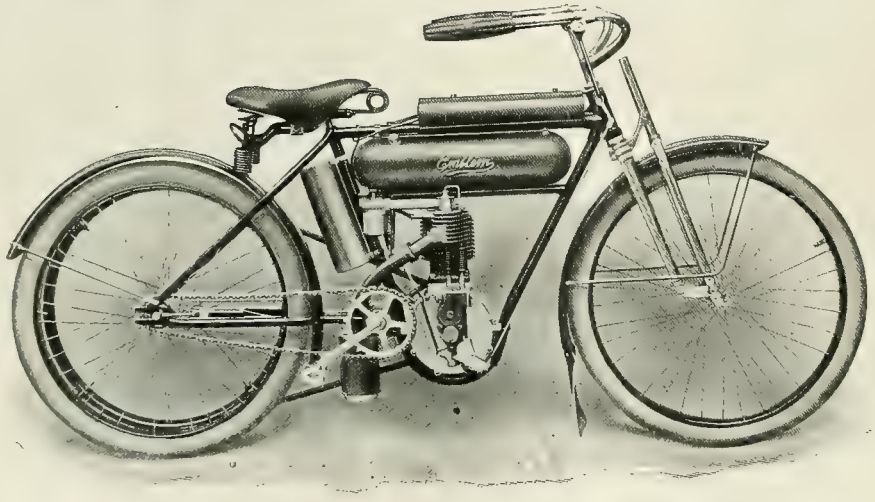
Other Dealers Are Making The PIERCE Their Leader—Why Not You?

THE PIERCE CYCLE CO., 5 Hanover St., **Buffalo, N. Y.**

DENVER—OAKLAND

EMBLEM MOTORCYCLES

PRODUCT OF CO-OPERATIVE LABOR



3½ H.P. BELT DRIVE
SPRING FORK **Price $175**

4 H.P. LOW FRAME
28 Inch Wheels **Price $200**

BALL BEARING MOTORS
OF OUR OWN MAKE

TRIANGULAR
REINFORCED TUBE
(OUR OWN MAKE)
Is Used in Emblem Motorcycles

EMBLEM SPRING FORK

Makes Riding Enjoyable

Our Line is the Best Agency Proposition for 1909. Catalogues on Application.

EMBLEM MFG. COMPANY, Angola, N.Y., U.S.A.

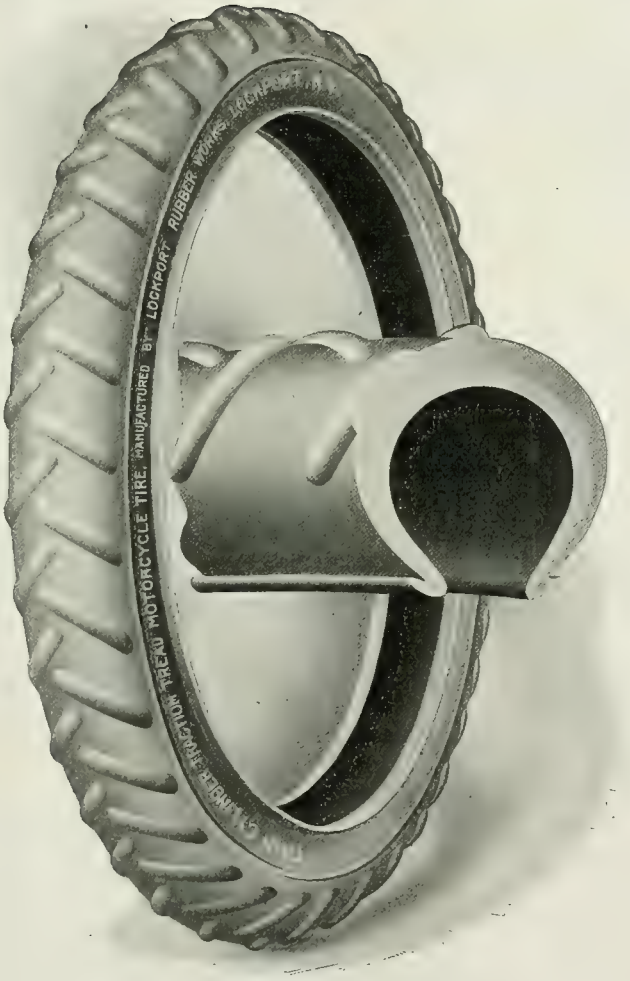
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A Satisfied User Tells The Story



Diamond

400 Tandem Bicycle Tires

GIVE LONG AND SATISFACTORY SERVICE

Boston, Mass., Feb. 6, 1909.

The Diamond Rubber Co., Akron, O.

Gentlemen:—I am sending you today by Express paid three old bicycle tires. The 14" tire I have used continually for four years, and it has been in every big city from Coast to Coast and has toured Cuba and Mexico.

You will notice the amount of wear on the tires all around. I don't generally let them wear down quite so thin, as, especially in the heavy unicycle work, if a tire should blow up a bad fall would be the result. But as I did not have an extra tire with me, I put a little more confidence in "Diamond Tires" and went ahead. It was not misplaced.

You can judge for yourself that they see hard service and lots of it. Diamond Tires for mine.

Yours very truly,

W. F. Herrman, (The Herrman Trio.)

Wish you could see the tires he returned after four years constant and heavy use. Worn right down to the fabric but still standing up.

Other styles for every purpose and—just as efficient



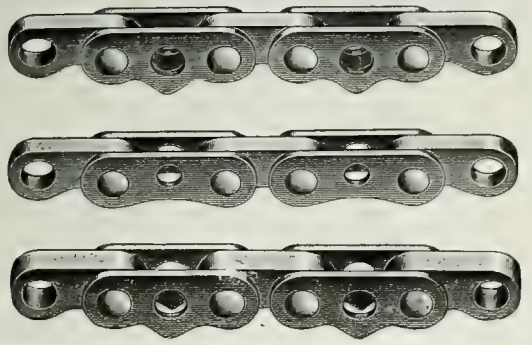
THE DIAMOND RUBBER CO.

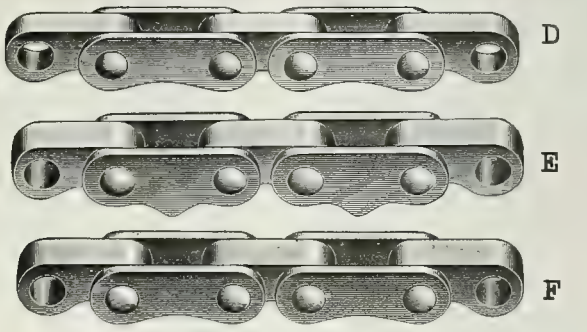
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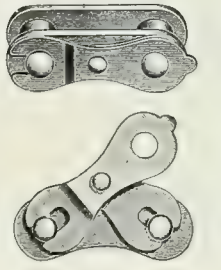
With a new equipment of special machinery and tools we are again making a great specialty of Block Chains for Bicycles and Machine Drives.



INVESTIGATE

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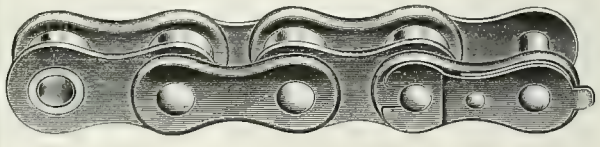
For Motorcycles, Etc.

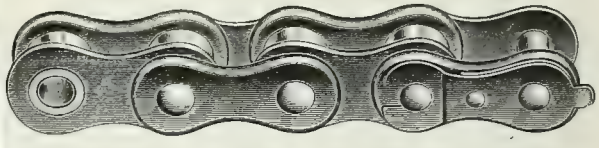


New Patent Safety Connecting Links

For Bicycle and Motorcycle Chains









VIEW IN CHAIN DEPARTMENT

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The Whitney Mfg. Co.

HARTFORD, CONN.

The Musselman Automatic Coaster and Brake



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The brake without the Side-arm

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SMALL
SIMPLE
LIGHT
POSITIVE
SENSITIVE

The brake without the Lock-washer



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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVIII New York, U. S. A. Saturday, March 6, 1909. No. 24

WOMAN STARTED ARNSTEIN ACTION

His Former Manageress Sought to Collect Accrued Commissions—Other Creditors Seek to Save Business from Ruin.

To all appearances a woman is at the bottom of the surprising embarrassment of Eugene Arnstein, the well known Chicago jobber, whose business was placed in the hands of a receiver on February 13th. It develops that the first proceedings were instituted by Miss Nellie Hanley, who for a number of years was Arnstein's buyer, manager and first lieutenant generally. Mr. Arnstein remarried some time ago and Miss Hanley soon afterward ceased to be a member of his establishment. She then made claim for accrued commissions amounting to some $40,000, alleged to be due her, and as no settlement was forthcoming she instigated the petition in bankruptcy which led to the receivership.

It is claimed that Miss Hanley had an understanding by which she was to receive 12½ per cent. of the profits of the business as a reward for her services, and in justification of the bankruptcy action, it is suggested that this presented the simplest way by which she could get the accounting necessary for a determination of what is due her, as she has encountered baffling delays, heretofore, through the alleged reluctance of the proprietors to take inventory or strike a balance.

Many concerns in the trade, however, regard the action as ill-advised and as being likely not only to ruin the business, but to result in a serious sacrifice of the assets, if carried to the extreme. A number of the general creditors held a meeting in the Great Northern Hotel, Chicago, yesterday, 5th inst., to determine a course of action that will best protect the trade interests, the call being issued over the names of the following concerns: Corbin Screw Corporation of Chicago, Ill.; Hibbard, Spencer, Bartlett & Co., Chicago, Ill.; G & J Tire Co., Indianapolis, Ind.; Harris & Reed Mfg. Co., Chicago, Ill.; Frank Mossberg Co., Attleboro, Mass.; Hastings & Anderson, Chicago, Ill.; The Standard Co., Torrington, Conn.; and the Aurora Automatic Machinery Co., Aurora, Ill.

Unofficial estimates of the liabilities place the total at approximately $175,000, but the assets are as yet difficult to judge. Various members of the Arnstein family interested in the business are regarded as being very strong financially, and it is thought that a matter of indebtedness to the amount of $40,000 to one creditor or set of creditors would not have offered any serious difficulties to the firm under ordinary circumstances.

Big Rebate for Manufacturers Association.

The Motorcycle Manufacturers Association soon will become possessed of a snug nest egg as a result of its arrangement with the management of the Madison Square Garden show in New York. The balance sheet of that function shows such a wholesome profit that the several organizations which were parties to it will receive handsome rebates. The Motorcycle Manufacturers Association's share slightly will exceed $1,700.

To Build the Bosch in America.

The Bosch Magneto Co. are making ready to establish a factory in New York, and to produce all of their instrument in this country. While the volume of business being done by the Bosch people makes the move almost a matter of course, the first that was known of it was the appearance in New York's German papers of an advertisement for men skilled in such work.

Jacksonville Store Goes up in Flames.

Fire last week totally destroyed the bicycle store of McGraw Bros & Vogt, Jacksonville, Fla. Several other important establishments were wiped out by the same conflagration which entailed a loss of about $250,000.

COURT HEARS CLOSING ARGUMENT

Long-Pending Single Tube Tire Suit About Ready for Decision—May Now Sue Delinquent Licensees for Royalty.

After such a long delay that there were those who prophecied that no more would be heard of it, the long pending suit of the Single Tube Bicycle and Automobile Tire Co., against the Continental Rubber Works of Erie, Pa., for alleged infringement of the Tillinghast patent on the single tube tire, was given a final hearing last week by Judge Buffington in the United States Circuit Court for the Western District of Pennsylvania. Counsel for both sides summed up and the case now rests with the court. There are those who expect a decision within 60 days.

The delay in the proceedings had caused some little grumbling on the part of several of the holders of Tillinghast licenses, the allegations of dilatoriness and want of prosecution having resulted in refusals or failures to pay accrued royalties. Officials of the Single Tube company assert, however, that the fault does not rest with them. They say that they had made numerous efforts to obtain a hearing, but that until Judge Buffington consented by wire to grant the hearing held last week it was impossible to get any of the Federal courts to give them an opportunity to expedite matters.

Reports now are current that the Continental suit being finally on the road to decision, an action or actions for collection of royalty arrears against one or more of the delinquent licensees are being prepared or are about ready to be filed in the courts.

Diamond Branch Opens in Seattle.

The Diamond Rubber Co. has opened a branch in Seattle, Wash., at 602 East Pike street. It will be subsidiary to the San Francisco store.

BOSTON SHOW BEGINS TONIGHT

Motorcycle Section Will be Representative of Industry—"Motorcycle Day" Instituted with Special Rates.

Coming on the eve of the outdoor and active selling session, the Boston automobile show, which will be inaugurated this evening in Mechanics Building, always has been of particular interest and possesses an "atmosphere" peculiar to itself; there is in it that "ginger" of approaching activity that is lacking at the other big shows. For nominally a local show, the Boston exhibition is in reality not in any sense localized. In size and in importance it is representative of all New England, and "New England show" is by far a more appropriate designation. It is conducted on broad, generous lines, always is it a treat to the eye, nor does it lack many of those well known and little known manufactures that appeal to the other senses—and to the pocket book. The total number of exhibits listed is 250.

Boston set the fashion in respect to uniformity of decoration and on the forthcoming occasion the decorative scheme will be in keeping with those of the past. In brief it will comprise a hall of arches, the bases of which will be treated with green onyx, the arches themselves being modeled in high relief, and the underside of which will be studded with electric bulbs concealed within rosettes. There will be nearly 100 of these arches in the main hall. Green and gold will generally comprise the color scheme.

While these decorations cannot well fail to please the eye of the motorcyclist who may attend the show, his real interest will be centered in the basement where the motorcycle section will be located and where ornate embellishment is not possible. The section will comprise 16 separate exhibits of motorcycles, and in addition the Bicycling World and Motorcycle Review also will occupy a booth. All of the machines that will be in evidence were previously displayed at the New York show and barring possible minor development, there is promise of nothing new. Those who will exhibit are as follows:

American Motor Co.—M-M motorcycles.

Aurora Automatic Machinery Co.—Thor motorcycles.

Bicycling World Co.

Consolidated Mfg. Co.—Yale-California motorcycles.

Crouch Motor Co.—Crouch motorcycles.

Curtiss Mfg. Co., G. H.—Curtiss motorcycles.

Excelsior Supply Co.—Excelsior motorcycles.

Harley-Davidson Motor Co.—Harley-Davidson motorcycles.

Hendee Mfg. Co.—Indian motorcycles.

Merkel-Light Motor Co.—Merkel and Light motorcycles.

Motorcycle Illustrated.

Motorcycle Manufacturers Association.

New Era Gas Engine Co.—New Era motorcycles.

N. S. U. Motor Co.—N. S. U. motorcycles.

Ovington Motor Co.—F. N. motorcycles.

Pierce Cycle Co.—Pierce motorcycles.

Reading Standard Co.—R-S motorcycles.

Reliance Motorcycle Co.—Reliance motorcycles.

Walton Motor Co.—Midget Bi-Car.

If, from the standpoint of those who have followed the show circuit, the Boston fixture will hold no mechanical novelty, it will be signalized by the institution of a "motorcycle day." Wednesday, March 10th, has been so designated and although to all other persons it will be "dollar day" (on all other days the admission fee is 50 cents) the broad minded manager, Chester I. Campbell, has issued a special ticket for motorcyclists, the price of which is but 25 cents. He has also placed Paul Revere Hall, which is upstairs in Mechanics Building, at the disposal of the Commonwealth Motorcycle Club of Boston, and the Providence (R. I.) Motorcycle Club, and there, under the auspices of these organizations an entertainment, to which admission will be free, will be held on Wednesday evening. Among other things, there will be a moving picture show and addresses on motorcycle topics by a number of men prominent in motorcycle affairs.



MECHANICS BUILDING, BOSTON, WHERE THE "NEW ENGLAND SHOW" IS HELD

Booard Monopolized the Omaha Show.

The Omaha Bicycle Co., of which Sam Booard is the proprietor, was the only exhibitor of motorcycles in the automobile show which occupied the boards in that Nebraska city last week. Booard staged the Indian, Harley-Davidson and Pierce, for which he is agent, and reports the sale of every machine displayed and of every second-hand machine he had in stock. Booard has booked also the order for 25 Iver Johnson bicycles for the use of the United States army posts in his vicinity.

ABOUT MAKING ALUMINUM JOINTS

Difficulties Attending the Process of Soldering or Welding—Proper Solders and Their Application.

Difficulties attendant upon soldering or welding aluminum, which have been considered more or less mysterious by the average workman, as by the average motorist as well, are fully explained by the statement that while the metal itself fuses readily enough with a number of other metals, it is remarkably subject to the effects of oxidation—so much so, in fact, that hardly more than an instant's exposure to the atmosphere is sufficient to render it impervious to fusion. This is due to the formtion of a thin, invisible layer of oxide on the surface which it is desired to treat. This tendency, according to the Scientific American, is the sum and substance of the chief drawback which has been held out against this remarkable metal by the common run of those who are familiar with it.

"There is no solder which operates with aluminum in the same way that ordinary solders operate with copper, tin, etc.," the author goes on to say. "There are two reasons for this.

"First. Aluminum does not alloy readily with solders at temperatures as low as the other metals require, and it is consequently necessary, in soldering aluminum, to use a much higher temperature. Furthermore, aluminum alloys with lead only with great difficulty and with but a small proportion of lead at that; consequently lead solders are useless with aluminum.

"Second. The surface of all aluminum is covered with a thin invisible coating of aluminum oxide. This coating forms instantly on the surface of aluminum and is very refractory, and its presence is responsible for the high resistance of aluminum to corroding agents, since, although aluminum itself is soluble in a great many chemical compounds, this protective coating of oxide is insoluble in almost everything excepting hydrofluoric acid. While in general this coating of oxide is beneficial, in that it forms a perfect protection to the aluminum underneath, it is, by reason of its efficiency in this particular, responsible for the principal portion of the difficulty which occurs in soldering aluminum, as naturally no solder will allow with aluminum oxide.

"In soldering aluminum, therefore, it is necessary that this oxide must be removed before the soldering can take place; and as it forms again instantly after removal, it is necessary that the removal of the oxide and the covering with solder shall be simultaneous. In soldering other metals, the oxide can be removed chemically. With aluminum this is not possible, and it must be removed mechanically by abrasion.

"Bearing these facts in mind, it will be readily understood how aluminum soldering must be done. All the surface to which it is intended that the solder shall adhere must first be tinned. This is accomplished by heating the metal to a temperature above the fusion point of the solder used, and then rubbing the surface with a stick of the solder, thus rubbing the oxide off the surface with the solder itself, and covering the exposed points with melted solder, all in the same motion. In order to make sure that the tinning is thorough, it is better to rub the surface with a steel or brass scratch brush while the solder on this surface is still molten. This insures a thorough job of tinning. After the edges to be united are thus tinned, they may be sweated together with pure block tin, with the aid either of a soldering iron or blast lamp.

"With regard to the composition of aluminum solders, zinc appears to alloy with aluminum more readily than any other metal available for the constituent part of the solder; consequently all solders which will readily tin aluminum contain zinc in varying proportions. The solders which we have found to be most satisfactory are composed usually of tin, zinc, and a very small proportion of aluminum. These solders do not run very freely nor fuse as readily as ordinary solders and it is necessary, as stated above, to use a higher temperature —so high in fact that extreme difficulty is found in using these solders with a soldering iron, and it is generally necessary to use a blast lamp.

"Another thing which must be borne in mind is that solder will not flow into an aluminum joint, even when tinned, by capilliary action as it does into copper or tin joints, and it is therefore necessary to place on the surfaces to be united all of the material necessary to sweat them together before the edges are brought into contact. In soldering aluminum joints, it is necessary that both the tinning and sweating shall be most thoroughly done; otherwise the joint will not be durable.

"On account of the presence of zinc in the tinning solder, the solder is decomposed by moisture, and unless the work is so well done that the joint is absolutely waterproof, it will not be durable. The quality of the workmanship has more influence than anything else on the permanence of the work."

M. & W. of New York in Bigger Store.

Morgan & Wright's branch in New York City, which recently was incorporated under the title Morgan & Wright of New York, has been removed from 214 West Forty-seventh street to 1849 Broadway. The latter place affords more room and will permit of the carrying of a much larger stock of M. & W. tires and other goods.

Dallas Dealers Lose Heavily by Fire.

The store of Appel & Burwell, Dallas, Tex., was madly damaged by fire last week. The loss is estimated at $15,000.

KEENE SHOW HELD IN CITY HALL

Enterprising New Hampshire Motorcycle Club Conducts Successful Function—Was First of Its Kind.

Not so many years ago the "bicycle and automobile show" held the boards only to give way to the "automobile and bicycle show," and now very rapidly the "automobile and motorcycle show" is becoming the rule. On Tuesday and Wednesday last, however, there occurred the first "motorcycle, automobile and bicycle show"—that is the order in which the printed matter placed them—and the Consolidated Motorcyclists of Keene, N. H., were its sponsors. This active young club is, by the way, the first motorcycle organization to undertake and conduct a show of any sort. It proved quite an event in the little New Hampshire city, and drew good crowds. For the success achieved most of the credit is due C. C. Wilbur, secretary, and H. C. Dean, chairman.

The exhibits were staged in the Keene City Hall and made a brave display. There were in evidence no less than ten different brands of motorcycles, three of bicycles and seven of automobiles, not to say one exhibit of bicycle parts and one of marine engines. Those who exhibited bicycles and motorcycles were as follows:

C. F. Little—Indian motorcycles and Dayton bicycles.
C. F. Harder—R-S motorcycles.
American Motor Co.—M-M motorcycles.
Motor Sales and Repair Co.—Yale motorcycles.
Stanley T. Kellogg—Excelsior motorcycles.
Motorcycle Specialty Co.—Thor motorcycles.
Royal Motor Works—Royal motorcycles.
Keene Agency—Merkel and F. N. motorcycles.
Walton Motor Co.—Midget Bi-cars.
J. L. Perry & Co.—Pope bicycles.
Spencer Hardware Co.—Iver Johnson bicycles.
Worcester Pressed Steel Co.—Bicycle parts.

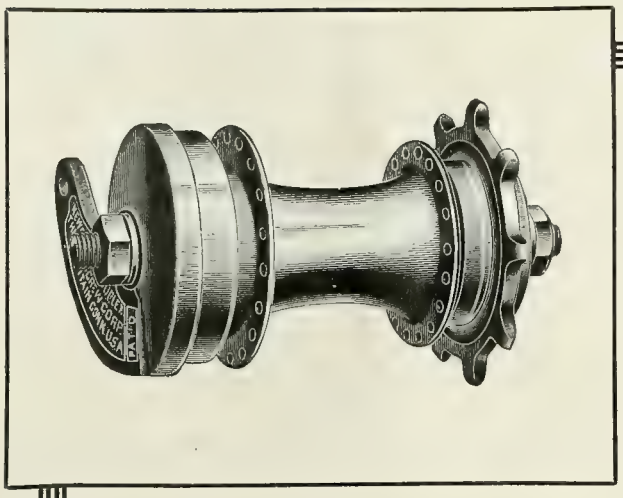
The automobiles shown were the Overland, Ford, Cadillac, Stoddard-Dayton, Stanley, Maxwell and Chalmers-Detroit.

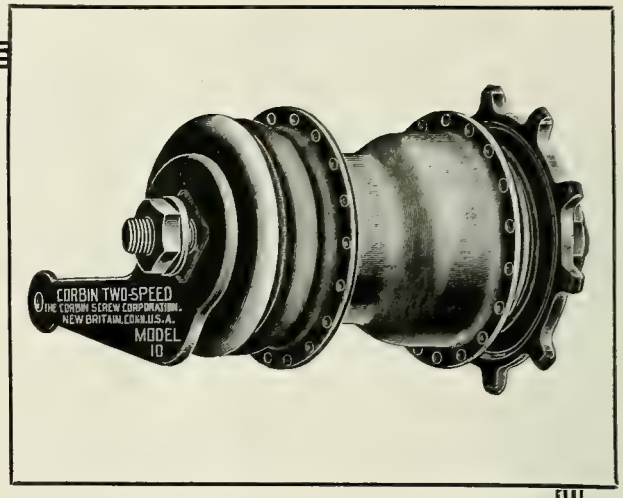
Motorcycles at Sportsmen's Show.

At the Sportsmen's show in Madison Square Garden, New York, which closes tonight, an exhibit of N. S. U. motorcycles is the only cycling display in evidence. The exhibit is made by the McLaughlin & Ashley Motorcycle Co., Inc., which has succeeded to the business of J. F. McLaughlin, the N. S. U. agent in New York; McLaughlin, however, remains the active manager.

To Handle Motorcycles in Port Huron.

The Michigan Autocycle Co. has commenced business in Port Huron, Mich. The Indian, Curtiss and Harley-Davidson are being handled.





Two Well Tested Truths

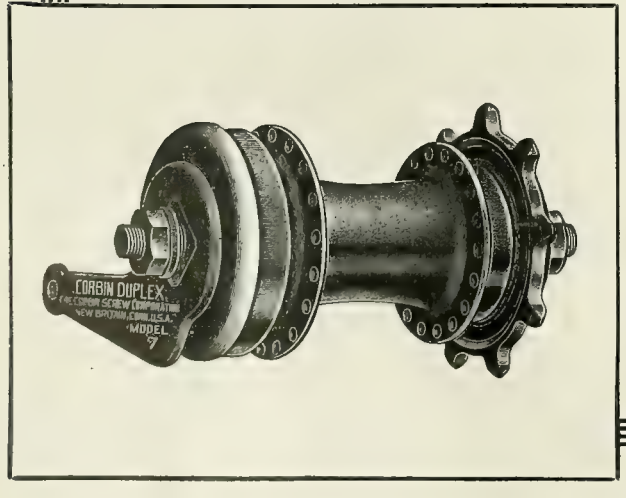
Any man who is in the bicycle business to make money and to retain his customers needs the Corbin coaster brake in his business.

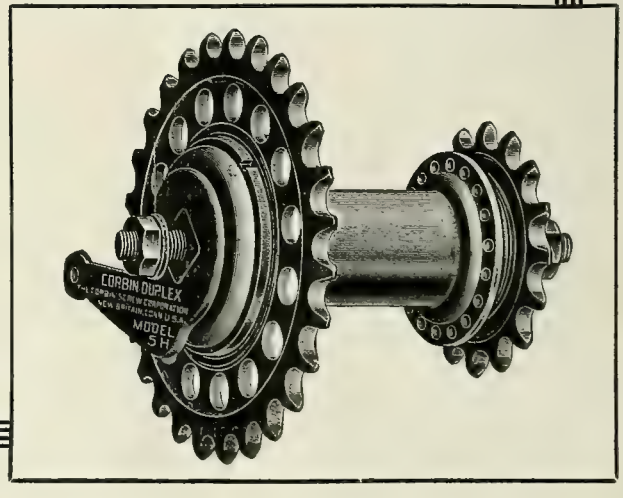
Any man who rides a bicycle for pleasure needs a Corbin to make his pleasure safe and real.

CORBIN SCREW CORPORATION

NEW BRITAIN, CONN., U. S. A.

LICENSED COASTER BRAKE MANUFACTURERS.





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FOUNDED 1877

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, MARCH 6, 1909.

About the Rating of Horsepower.

In his contribution, printed in another column, Mr. Earle L. Ovington makes plain that he did not carefully read all that the Bicycling World said in urging that the Motorcycle Manufacturers Association consider the adoption of an easily understandable standard for horsepower rating, else he would have discovered that we had not overlooked the value of dynamometer tests and also that we suggested that any standard considered or adopted be based on power delivered to the rear wheel. As a matter of fact, at our suggestion several months ago a motorcycle manufacturer sought to have his machines tested on the dynamometer owned by the Automobile Club of America, but found that it is not so rigged as to permit such tests.

Although, like all of the automobile manufacturers, both here and abroad, he has found that the text book formula has proved unsatisfactory or insufficient, Mr. Ovington does not object to an even more complicated system, which is exactly what we do object to, and what we believe nine men out of ten object to. We prefer plain English or plain arithmetic to algebraic symbols, for it needs small inquiry to discover that the average man—or woman—who ever knew anything about algebra has forgotten all about it.

Mr. Ovington to the contrary notwithstanding, piston displacement is not such a far cry as a basis for the simple reckoning of power, and without any more sacrifice of truth than is sacrificed by some of the present abstruse formulas which at best are but approximate. We know that piston velocity and fly wheel revolutions are factors dear to the heart of engineers, and can be made account for many human lapses and studied inconsistencies. We well recall an instance of the sort. It was at the time when the F. A. M. had not yet awakened to the elasticity of horsepower rating and when instead of the present limit of 61 cubic inches piston displacement, 5 horsepower was the official limitation. When an engineer who already was responsible for a 5 horsepower model brought out a new one with the same rating, despite greater stroke and bore, he was asked about the inconsistency.

"Oh!" he replied, with a suspicion of a smile, "the new model develops 5 horsepower at 600 revolutions."

As a matter of fact, 1,600 revolutions per minute was more nearly the normal speed of the fly wheels.

Considering the text book formula for determining the horsepower of any sort of motor, it will be observed that if it is true that horsepower varies indefinitely with the speed, then by racing an engine its power may be increased to any desired amount. That is where theory and practice part company. Or, to be more exact, where practice calls attention to certain subtle factors which might be overlooked in a purely theoretical consideration. Actually the speed of any given engine is restricted to rather narrow limits by a number of well-known conditions, so that above a certain speed its power begins to decrease instead of going on "building up." Engine speed, meaning piston velocity, is limited, and for practical purposes it is limited very closely.

In producing stock machines for ordinary usage, the manufacturer must have in mind the attainment of reliability and economy. These considerations tend to result in a convergence in general practice toward certain standards in speed, compression, displacement, port area, and in all other respects governing the output of any given motor. And while the factor of revolutions carries equal weight in the text book formula with the stroke and the square of the bore, it is evident that the displacement, covering, as it does, everything except the speed, becomes a pretty close proportional to the power—on this assumption of convergence in standard practice, that is, on the assumption that the tendency always is toward standardization and toward the adoption or adaptation of that model of whatever article may appear to give the best results and be in greatest demand. Assuming, therefore, that average practice has reached or will reach a stage where one horsepower is produced for every 10 cubic inches of piston displacement in the motor, dividing the piston displacement of any motor by 10 and calling it horsepower, will give a rating that certainly is not far wrong.

It is conceded that the best possible method of considering the power of any machine is to rate it according to the actual effort delivered at the driving wheels, as measured by an accurate dynamometer. In the absence of such power measuring machines, however, it is desirable to afford the man in the street a method of gauging the output of his own machine in some simple and convenient manner akin to that suggested. If it is desired to make the idea "look wise" and technical it may be reduced to the basis of this formula:

$$\text{R. H. P.} = \frac{\text{displacement}}{\text{constant}}$$

Where:

R. H. P. = rater horsepower at the driving wheel.

displacement = 0.7854 × bore squared × stroke.

Constant = factor derived by test.

In the determination of the constant, a large number of machines of so-called standard proportions would be tested on the dynamometer and their most efficient power delivery at the driving end determined. In each case, the total displacement of the motor would be divided by the horsepower so derived. This would give the power per cubic inch of displacement. By averaging the results obtained in this way a constant would be obtained which would be representative for all the motors tested and for all others of similar design, and once the constant is adopted and made known the reckoning of horsepower becomes so plain that any child with a knowledge of arithmetic can perform the reckoning. No distinction would be necessary between machines employing belt and chain drive, or between machines having one and two speed transmission, because the rating would take into account merely the actual maximum power produced under test, and the size of the cylinders in which it is produced.

CORRESPONDENCE

Calls Bicycle Best for Marathon.

Editor of the Bicycling World:

Enclosed you will please find my check No. 66, for $2, in settlement of subscription now overdue.

I certainly would feel lost without the Bicycling World and consider it a valuable asset to anyone in any way interested in bicycles or motor bicycles.

Your paragraph, page 857, issue of February 20th, with regard to marathon foot races, is of interest; the bicycle is the only proper conveyance for a trainer or caretaker who can jump off, drop it in the road and assist the runner or hold it in his hand and run along side of his man to give him encouragement, besides carrying a load; last, but not least, there is no noise to get on the nerves of a man after he has run 15 miles or more; no dust is stirred up, and there is no smell of burning oil and gasolene to get into the lungs. I have finished two marathon races and know that none of the runners care to have motorcycles or automobiles ahead of them.

I am again training for the B. A. A. marathon race, which will be run as usual on Patriots' Day, April 19th, '09. In this race I hope to do better than ninth, my best place.

F. I. PERREAULT, Malden, Mass.

Symptoms Suggest Variety of Causes.

Editor of the Bicycling World:

After having read and re-read Care and Repair of Motorcycles, and exhausted every other means available to locate my trouble without success, I am going to explain the situation to you and ask your advice. I have a twin Indian, 1908, mechanical valves, with a 23 tooth rear drive sprocket. The machine starts all right when cold, but after running it awhile, say until things get warmed up, it stops, and when started again the trouble recurs. There is a continual popping in the carburetter, and I have to work my legs nearly off to get it under headway again. The compression is good in both cylinders, the intake valves have been ground, new springs in dome, carburetter overhauled by factory, and, in fact, everything has been done to locate the trouble, but without success. I will certainly appreciate any information you may impart to remedy this defect.

J. E. CARTER, Selma, Ala.

[Usually popping in the carburetter is due to weak valve springs, but as this cannot apply in your case, it probably arises from an otherwise starved mixture caused by something that prevents an adequate flow of gasolene. The vent in the cap of the fuel tank may be partly stopped up and create a partial vacuum; there may be dirt or residue in the tank itself; the fuel level in the carburetter may be too low, but as you start easily when cold this is unlikely; a union in the piping may not be air tight or there may be an obstruction in the feed pipe itself. First try the machine with tank cap removed; if the trouble continues, apply a lather of soap to the unions and turn over the engine and if a leak exists the suds will be sucked inward; if no leak is found, remove the cap from the needle valve priming pin and try to flood the carburetter by holding the needle off its seat; if it refuses to flood, it will be plain that there is an obstruction in the tank or feed pipe and that either or both require cleaning. A vigorous shaking and blowing into the tank or "racing" the engine with the needle valve lifted frequently will remove an obstruction without "tearing down" anything, and such simple procedure first is advisable. We take it for granted that your air shutter is properly set for we knew a rider once "pedaled his head off" for a day before he discovered that someone had "monkied" with his machine and changed the adjustment of the shutter and thus spoiled the mixture.]

Again the Question of Horsepower.

Editor of the Bicycling World:

Your editorial "For a Standard of Horsepower," and suggesting piston displacement as a basis, is interesting. But at the outset let me say that I do not as a whole approve of the proposed change. Your scheme his simplicity to recommend it, but beyond that I can say little in its favor. Your whole plan rests upon the assumption that the horsepower of an internal combustion engine varies directly as to its piston displacement, and on this alone. This assumption is fundamentally wrong and therefore any theory built upon it will not have a solid foundation. In order to have the matter more clearly in mind let me repeat the formula for horsepower:

$$H\,P = \frac{B^2\,S\,R\,N}{\text{Constant}}$$

1. H. P. is horsepower.
2. B is bore.
3. R is the number of revolutions.
4. S is the stroke.
5. N is the number of cylinders.

It is evident that $B^2\,S$ is proportional to the piston displacement. It also is evident that N is constant in any given case. It will be noted, however, that the horsepower depends fully as much upon the factor R, that is, the number of revolutions, as it does upon $B^2\,S$. In other words, the horsepower which any given gasolene engine will develop depends fully as much upon the speed of the engine as upon its piston displacement. What difference does it make as far as the power delivered is concerned, whether an engine delivers a few impulses of great magnitude or a larger number of lesser magnitude? I know you will bring up the argument that the number of revolutions which any given engine will turn up is limited by the piston velocity. I agree that this is so to a certain extent, but only to a limited extent, since the piston velocity in its turn depends upon the internal friction of the engine. Some engines employ two piston rings, some of them use three, and still others use four. In the racing machines where the piston velocity is usually high the fewer number of rings is the customary practice.

I think one of your correspondents hit the nail upon the head when he stated that the manufacturers should have their horsepower rating upon the amount of power developed at the rear wheel. The riders do not care to know what the maximum power of an engine will develop under special conditions and connected with a dynamometer, neither do they wish to know that a certain engine will develop 5 horsepower when the transmission employed is so inefficient that two out of the five horsepower reach the rear wheel. I may be mistaken, but I believe that arrangements could be made with the Automobile Club of America to use their horsepower testing machine and the manufacturers could submit a sample of their new models and have the horsepower officially tested. Or if this plan did not meet with the approval of the motorcycle makers, let the Motorcycle Manufacturers Association adopt some formula, however complicated it may be, in order to more accurately determine the horsepower than by considering merely the piston displacement.

I am as anxious to simplify this matter as you are, but I do not believe in sacrificing truths to simplicity.

EARLE L. OVINGTON.

COMING EVENTS

March 6-13, Boston, Mass.—Motorcycle section, Boston Automobile Dealers Association's show in Mechanics Building.

March 13, New York City—New York Motorcycle Club's first quarterly trial; open.

March 17, New York City.—Home trainer races at 305 West Forty-first street; open.

March 23-26, Daytona, Fla.—Florida East Coast Automobile Association's annual speed carnival, including bicycle and motorcycle events; open.

April 4, Valley Stream, N. Y.—International Cycle Association's 10 miles handicap road race; open.

April 25, Brooklyn, N. Y.—Eastern Division Century Road Club Association's annual spring century run; open.

May 9, Jersey City, N. J.—New Jersey Division C. R. C. of A's annual spring century run; open.

May 16, Brooklyn, N. Y.—Century Road Club of America's spring century run; open.

June 8, Newport, Ind.—Danville (Ill.) Motorcycle Club's hill climbing contest; open.

MARTIN SLASHES MANY RECORDS

British Motorcyclist Makes Remarkable Ride at Brooklands—One New World's Mark Created.

Although his attempt to break the world's six hours motorcycle record at the Canning Town track, England, on February 9, was unsuccessful because of the cold, Harry A. Martin, again has placed his name on the record books. Martin broke the world's six hours record and established a record for 300 miles by a remarkable ride at the Canning Town track on Monday, February 15.

Martin was the first motorcycle rider to establish a record for six hours, but his time was broken by O. C. Godfrey and later by H. V. Colver, the last-named performance taking place on January 21. It was to regain his lost laurels that Martin made his ride on February 9, but the cold caused his carburetter to freeze, as detailed in last week's Bicycling World.

Six days later—on Monday, February 15—ideal weather prevailed and Martin made another attempt, which proved successful. The weather was warm, with little or no wind and from a standing start Martin covered 52 miles 900 yards in the first hour, the record for the hour being 67 miles 1,665 yards, held by R. C. Collier. His time for 100 miles was 1:56:17, some minutes slower than Stubbs's record of 1:47:44, made at Birmingham, Ala., November 24, 1908.

From two hours upwards, however, Martin broke all world's records, covering in 6 hours 278 miles 586 yards, as against the old record of 270 miles 1,170 yards held by Colver. Although suffering some pain at the end of six hours, Martin decided to continue and establish a record for 300 miles, there being no previous time for this distance. The ride was completed in 6:33:55.

Martin rode a twin motorcycle, the cylinder dimensions being 76 by 95 millimeters, which gives a piston displacement of 53:1145 cubic inches.

Owing to the low position in which he rode Martin's back began to ache before he had covered 200 miles and the pain increased until the finish. He was compelled to stop seven times because of cramp and during four of these stops his tires were changed as a precaution, although he had not met with a puncture. Only one stop was caused by the machine, that being due to a loose terminal on the contact breaker, which bit of trouble, however, was soon remedied.

Martin's time by hours and by distances, compared with the former records, some of which ramain unbroken, is given herewith:

Hour.	Martin. Miles.	Yds.	Former Record. Miles.	Yds.
1*	52	900	67	1,665
2	103	380	97	1,640
3	150	1,700	139	320
4	194	1,320	186	1,300
5	238	870	228	1,600
6	278	586	270	1,170

Miles.	H.M.S.	H.M.S.
100*	1:56:17	1:47:44
150	2:58:56	3:14:35⅗
200	4:05:54⅖	4:16:28⅗
250	5:18:48⅕	5:37:22
300	6:33:55	†

* Record not broken. † No previous record.

Hopkins Retires from Racing Committee.

C. C. Hopkins, of San Francisco, who for four years had been the member of the F. A. M. competition committee on the Pacific Coast, finally has succeeded in having his oft-tendered resignation accepted. To fill the vacancy President Ovington has appointed Stephen McIver, of Riverside, Cal., who is a member of both the Riverside and Los Angeles clubs. McIver, who has been in New York for several weeks, is a young orange grower who is full of motorcycle enthusiasm and who has the time and means and disposition properly to devote himself to the office. Hopkins, who brought to bear rare intelligence and ability, sought to be relieved of the duties several times during the past two years, but each time was prevailed upon to continue. Another change in the make-up of the committee is impending.

Famous Artist Honors Cyclists.

In recognition of the services rendered by the Munich Cycling Ambulance Corps on the occasion of the contests on the Kesselberg and in Forstenried Park in connection with the automobile race for the Herkomer trophy, the famous painter of that name has presented the corps with a valuable painting. It depicts two cyclists rendering first aid, by bandaging an injured motorist. As Professor Herkomer is one of the most famous painters in Europe, naturally the ambulance corps is delighted with the unexpected gift.

Presidential Shadows Adopt Motorcycles.

President Taft's accession to office has carried with it recognition of the motor bicycle. The new President having adopted an automobile for his personal use, the secret service men, who, on bicycles, were wont to follow Mr. Roosevelt, who favored horseflesh, have been compelled to find a swifter means of keeping close to the presidential car and as a result a number of them henceforth will employ motor bicycles for the purpose.

Georgia's First Motorcycle Club.

The first motorcycle club in the State of Georgia was formed in Augusta last week with these officers: President, Fred Eve; vice-president, E. W. Watson; secretary, T. Woodward; treasurer, George Tidwell; captain, Paul Brinson; first lieutenant, J. W. White; second lieutenant, E. W. Watson; color bearer, H. G. Rainey. The Augusta Motorcycle Club is the title of the organization.

MOTORCLISTS MEET THE SOLONS

Massachusetts Legislative Committee Averse to Reporting a Separate Law—Some Concessions Promised.

Although for several years the motorcyclists of Massachusetts have been sighing and crying for legislative relief and although W. F. Mann, the present F. A. M. State Commissioner, has worked like a Trojan to lighten their burden, when the hearing on the bill designed to achieve that purpose was held on Thursday last, only four of them "found time enough," or displayed sufficient interest to attend. The four were Ira C. Coombs, of Worcester; W. L. Potter, of Cambridge; Dr. J. B. Thornton, of Boston, and F. H. Borden, of Dorchester. Of course Commissioner Mann himself was present, as was the F. A. M. counseller, Francis Hurtubis, Jr.

The hearing was held by the legislative committee on roads and bridges in the State House at Boston. At the beginning it was plain that the committee was disinterested and inclined merely to "go through the motions" of holding a hearing, but though their numbers were small the motorcyclists present soon convinced the legislators that they were deeply in earnest and that the bill was not such a trifling matter as the committee seemed to imagine was the case. As a result, after a recess the hearing was continued in the afternoon, when the law compounders were full of attention.

They readily conceded that many of the provisions of the present automobile law are impractical when applied to motorcycles, especially with reference to the painting of numbers on the mudguards, but they seemed unwilling to take motorcycles out of the law and to favor the separate bill drawn by the F. A. M. A strong plea was made by Messrs Hurtubis and Mann that motorcycles be entirely excluded from automobile legislation, but while the attitude of the committee appeared to be favorable to all the provisions of the F. A. M. measure, the committee think it inadvisable to make it a separate act, or to reduce the penalties as is provided in the F. A. M. bill, which was printed in full in the Bicycling World of February 20. It seems probable, therefore, that they will incorporate practically all other features of the bill into the existing law pertaining to automobiles. This would make the license fee $2 for the first year, and the renewal fee 50 cents per year, instead of $2, and would substitute a metal seal of two inches diameter for the present four inch numbers.

Roy's Race to be Cycling Marathon.

With the Marathon running craze extending to the "four corners" of the earth it is not surprising that sooner or later it should extend to bicycle sport. Several "Marathon" track races were held recently

but the first bicycle road Marathon to be held in America has been announced by the Roy Wheelmen of New York.

The Marathon has been substituted in place of the 20 miles road race which the Roys announced two weeks ago, and it will be held upon the original date, Sunday, June 13th. It will be run the full Marathon distance, 26 miles 385 yards, and will be the first one ever held. Time will be taken at 25 miles and an additional prize will be given if the record is broken. The present record is 1:03:10, and is held by W. F. Blum, of Chicago.

If their plans work out according to schedule the "First Bicycle Marathon," as it will be called, should prove the biggest road race held in America this season. It is planned to give a motorcycle as first prize, and to make the prizes and handicapping of such nature as to obviate the necessity of giving prizes to the scratch men, although a solid gold medal will be given the rider making the fastest time.

The Roy Wheelmen already have begun the preliminary work of organization, the race and press committee consisting of F. L. Valiant, chairman; George Schmoll, Battiste Soubie, S. H. Morrison, Alfred H. Seeley, Fred E. Mommer and H. A. Gliesman. A particular effort will be made to interest school boy riders and the public schools of Greater New York will be circularized this week.

Opening Card for Newark Velodrome.

Manager J. M. Chapman, of the Newark Velodrome, has announced the program for the opening meet, to be held Sunday afternoon, April 4. The chief event will be the Mihlon Handicap, named in honor of Newark's patron saint of the bicycle riders and bicycle racing. It will be at two miles for a purse of $200, with $5 to the leader of each lap. A total of $500 has been set aside for prize money for the initial meet, the other events being a half-mile scratch professional, 5 miles motorcycle professional, 1 mile novice, 1 mile handicap amateur and 10 miles scratch amateur.

Close of the Home Trainer Season.

St. Patrick's Day, March 17th, will ring down the curtain on the home trainer season at Hardy Jackson's "velodrome," 305 West Forty-first street, New York City. A quarter mile novice, half mile miss-and-out, and a mile handicap have been scheduled, with four prizes to the riding scoring the most points in the three events. A special prize also will be given to the club making the best showing.

Krebs Signs for Salt Lake Season.

"Herr" Floyd Krebs's smiling countenance will not be seen in the East this season, according to advices from Salt Lake City. Krebs, who is a crack match rider, as well as a rider with enduring powers, has signed to ride for Harry Heagren, who will manage the track at Salt Lake City this season.

WINS FIRST BICYCLE MARATHON

Hultgren Rides a Great Race at Chicago, Lapping a Big Field—Remarkable Going in Indoor Rink.

It is too bad that bicycles were not in use in 490 B.C., for then there would have been no necessity for the untimely death of the brave young Greek Phidittides, who ran all the way from Marathon to Athens, clad in heavy armor, to carry news of the great defeat of the Persians under Darius by the Greeks commanded by Miltiades. Young Phidittides required several hours to cover the distance of 26 miles 385 yards



HERMAN HULTGREN

and after proclaiming the news of the victory to the assembled Greeks he dropped dead from exhaustion.

On Friday night last, 26th ult., Herman Hultgren covered the same distance in the Riverview rink, Chicago, in 1 hour 6 minutes 39⅘ seconds and finished fresh. Incidentally, Hultgren, who acquired some fame when he won first time prize in the big road race promoted by the Chicago Cycle Dealers' Association last summer, had the honor of winning the first bicycle marathon race ever held. Two weeks ago a running marathon was held over the same distance and the time was nearly three times that made by Hultgren last Friday night.

Because it was the first bicycle marathon ever held the race attracted a great deal of attention in Chicago and more than 1,500 people crowded into the rink. Forty riders had trained for the event, but of this number, fifteen were deemed physically unable to go the distance, and were in consequence scratched.

Hultgren, with 24 others, breasted the tape the favorite and the prediction that he would win did not go wrong. The field kept well bunched until the fifth mile when Hultgren made a jump and soon opened a gap that strung out the field and brought the spectators to their feet in a wild burst of cheering. Hultgren was not to be denied and he fairly flew around the slightly banked floor, gaining a lap on the field after several minutes of wild sprinting. Some of the slower riders were lapped several times while the sprinting was in progress.

From the fifth mile until the finish Peterson, Bigelow and Herrick made efforts to regain the lost lap, but Hultgren watched them too closely for a successful steal. Peterson and Bigelow had a great finish for second place, the former winning by inches only.

As the course upon which the race was held is only a flat floor slightly banked at the turns the time of 1:06:59⅘ is remarkably fast and will take some good riding to lower. Referee West had sprinkled the turns with resin, which prevented the wheels from slipping. Emil Blum, the famous road crack, started the race and the Chicago trade was well represented in the list of officials. H. P. Hansen, Dan Cameron and L. J. Leonard were timers and the judges were William McDonald, F. Schwarz, W. A. Strohm, D. M. Stewart and Fred Nelson.

Following is the order of the first ten riders to finish: First, Herman, Hultgren, 1:06:59⅘; second, Arvid Peterson; third, Howard Bigelow; fourth, William Herrick; fifth, Ernest Kochler; sixth, George Klasen; seventh, P. A. Nordmark; eighth, Carl Carlson; ninth, Nicholas Gochler; tenth, Jack Bernard.

Poulain Teams up for Life.

Gabriel Poulain, who in 1905 won the sprint championship of France and later of the world, has come to the conclusion that it is not good for man to live alone. Accordingly the former world's champion has left Paris for Copenhagen, there to marry Mlle. Ingeborg Kalom. In marrying a Danish woman Poulain is following the example set in the matrimonial alliances of Rutt and Mayer.

German Training School for Sprinters.

Otto Meyer, the famous German sprinter, has started the first training school for sprinters. Herr Professor's academy is located at the Cologne track. The news also comes from Germany that human pacing by quadricycles will be a feature in German racing this season.

For Motorcycle Races at Brooklands.

The British Motorcycle Racing Club has been formed "on the other side." Its only purpose is to effect arrangements for the periodical use of the famous Brooklands automobile track.

Germany Claims the Oldest Cyclist.

Germany has advanced a claim to the possession of the oldest living cyclist. He is Gerd Rade, age 90 years.

AMERICANS CLEAN UP AT PARIS

Clarke and Butler Each Adds Another Big Leaf to His Laurels—And the Former Australian Breaks a Record.

"Rocket" Clarke and Nat Butler repeated their brilliant victories of a week previous at the Velodrome d'Hiver, Paris, on Sunday, February 21, Clarke winning the Prix Paul Baras and Butler taking the Prix Charles Miller, an annual paced race named in honor of one of the early six days winners. The French sporting public is fair-minded, and although it was a disappointment for them to see their popular sprinters and pace followers downed by the Americans, they accorded the victors deserved acclamation.

The Prix Paul Baras, which went to Clarke, is an annual race disputed in five trial heats and a final, with tandem pace until the last lap. The first heat was most exciting, Duquense winning from Quessard by the width of a tire, with Rettich in third place. The second heat went to Martin, with Schilling second. Vanden Born won the third heat and Clarke had no trouble in getting first place in the fourth heat, which was the fastest of the series. The fifth and last of the trials went to Delage.

The distance of the final heat was 1,525 meters—a few yards less than a mile. Clarke took the lead at the start and for fear some of the Europeans would attempt to pocket him he disengaged himself from the tandem before the last lap started. Vanden Born saw what Clarke was about to do and attempted to head the American off, but Clarke's jump and sprint proved too much for the Belgian and he was forced to drop back. Clarke still held the premier position as the homestretch was entered, with Delage second and Martin third. Clarke fairly flew toward the tape and won from Martin by two open lengths, the latter having passed Delage in the last few yards. Vanden Born was a length behind Delage and Duquense finished a bad fifth. The time for the full distance was 1:51⅕, and the last eighth was covered in 12⅕ seconds.

Butler's victory was scored in the Prix Charles Miller, the distance being 60 kilometers. Parent, as usual, assumed the lead at the start, with Contenet second, Seres third, and Butler last. In the sixth lap Seres passed Contenet and attacked Parent, while Butler came up fast and made Contenet drop back. Parent then got a puncture. Seres led at 10 kilometers, with Butler 40 yards behind and Contenet third, Parent having dropped four laps because of his misfortune.

The American made his bid for the lead just before the 20th kilometer and although Seres fought with all the stubbornness of a bulldog he was forced to bow to the inevitable and relinquish the lead to Butler. The latter was one minute slower than the record at 30 kilometers and at this point led Seres by two laps and Contenet by three. Parent was some distance behind, having been compelled to stop again because of a punctured tire.

From 30 kilometers until the finish there was no change in the order of procession. Butler rode well throughout and before the finish succeeded in lapping Seres six times and Contenet eight times, Parent finishing 24 laps behind. The time for the distance of 60 kilometers, its equivalent being 37⅕ miles, was 45:51⅗.

One big surprise of the meet was the defeat of Marcel Berthet by Brocco in the pursuit match for the Brassard. Since the trophy was inaugurated Berthet had until Sunday held it against all challengers and for eight weeks has been drawing $2 per day as the holder. Brocco, the little Italian who did good work in the last six days race, was the winner. The race went for the full distance of 15 kilometers, Brocco winning by 15 yards in 20:43⅘.

Clarke placed additional laurels upon his fair head at the same track on Tuesday, 23d ult., when he appeared at a charity benefit meet. Clarke broke the one kilometer unpaced record from a standing start. Clarke's performance makes the fourth time the record has been sliced this season. It was first cracked by Oscar Schwab, another American, on January 17, when he covered the distance in 1:16⅕. The former record had been 1:16⅗, held by Jap Eden since 1896. Rettich was the next rider to take a slam at it and he reduced the time to 1:15⅘, only to lose the honor one week later to Stabe, the latter's performance being 1:15⅗. Clarke made a quick start and at 333 meters it was seen that he would likely lower the mark. The spectators cheered him on and the little "rocket" burned up the boards in the last half distance, the watches recording 1:13⅘, a record that likely will remain for some time.

Poulain also broke his own record for one kilometer, standing start, behind pace, by covering the distance in 56⅕ seconds, the old mark being 58 seconds. Nat Butler rode five kilometers behind pace from a flying start in 3:34⅕, which was one-fifth second slower than the record.

The other events included a motor paced match between Seres and Contenet for the Consul General's cup, the first-named winning by 5¼ laps. Marcel Berthet attempted to defeat Darragon, Passerieu and Brocco on a triplet in a pursuit, but was defeated in seven laps.

Bowker the Whole Show at Rockaway.

A small but enthusiastic crowd witnessed several bicycle races held on Bay View avenue, Far Rockaway, N. Y., Monday afternoon. George Bowker, the local "champion" won both the three and five miles events and doubtless would have won the mile race had not a fall delayed him. William Miller won the event, but Bowker finished second, and got a cheer for his plucky exhibition.

MAKING MUDDLE OF RACE CONTROL

California Associated Cyclists Arrogates Functions of the N. C. A.—Blacklists Track at San Jose.

Whether the National Cycling Association or the California Associated Cyclists controls bicycle racing in America is a point which seems to be enshrouded in considerable darkness, at least on the Pacific coast. It generally is understood that the National Cycling Association is the governing body in America, an opinion strengthened by the fact that the National Cycling Association was one of the charter members of the Union Cycliste Internationale when it was formed April 14, 1900, and still is a member of the international body, and its authority is bound by alliances with the A. A. U. and all other American sports-governing bodies. A different opinion prevails in California, apparently.

According to the San Francisco Chronicle the San Jose track has been placed on the blacklist by the California Associated Cyclists, and goes on to say:

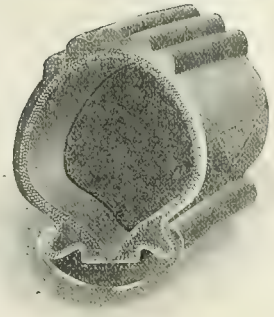
"The Garden City Wheelmen conducted an unsanctioned race at the track last week. In fact, a sanction was never applied for, and for that reason racing on the track at the Garden City will be barred in the future."

California's affairs seem to be very much muddled. Whether there is a representative of the National Cycling Association on the Pacific coast at this time is not known. At the annual meeting in 1907 Emil Belloli, of the Pavilion skating rink, San Francisco, was appointed special representative for Northern California and Nevada. Belloli held a franchise and conducted some meets under National Cycling Association sanction. In Los Angeles last summer E. L. Pickering secured a franchise for his six lap track and held meets upon it under National Cycling Association sanction, so it would be interesting to know by just what right the California Associated Cyclists, which is a purely local organization of club representatives, can grant sanctions.

The California Associated Cyclists evidently believes it has the right to declare a rider a professional. For according to the Chronicle, Fred Winterstein has been turned professional by the California organization because it was alleged he accepted money at Shell Mount Park for riding.

The San Francisco Chronicle, which gives the information about the San Jose track and Winterstein is the same paper which a year or so ago published a long article explaining the definition of an amateur and a professional. Its highly amusing explanation was that an amateur is one who accepts prizes or cash under $35; a professional was described as a rider who takes more than $35 in cash.

$50 in Gold to



G & J Motorcycle Tire.
Corrugated Tread.

$25 first prize—$15 second
best advertisements on Ind
Tires. Open to all riders. No
and conditions of the cor

We who make Indianapolis G & J Motorcycle Tires know their merits too well to advertise those merits as forcefully as we should. In other words we may be compared to the undefeated racer.

He becomes so accustomed to defeating competitor after competitor that he doesn't feel the elation, the enthusiasm that makes his audience cheer him to the echo. He expects to win.

It has become a habit with us to make tires of unvarying superiority. The result is that we have lost the power to express their excellence as enthusiastically as the rider who uses them.

We talk from the viewpoint of the manufacturer who knows that certain processes produce certain tires. He talks from the viewpoint of the user who sees the results these tires give in actual service.

And it is results—not causes—that tire users want to know.

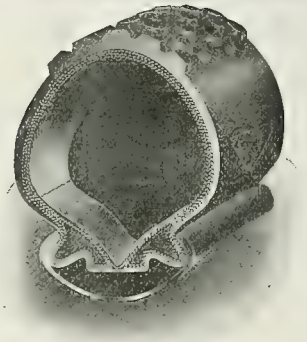
We therefore offer the above prizes to obtain the opinions of motorcyclists on Indianapolis G & J Tires.

If you use them (and very few don't) tell your experience with them. Add to it, if you wish, the opinions of your friends.

G & J TIRE COM

Motorcyclists

rize—$10 third prize for the napolis G & J Motorcycle estrictions. Read the purpose st below and get busy.



G & J Motorcycle Tire.
Bailey Tread.

If you have never used them, you very probably know several things that other motorcycle tires don't do that they should. You can truthfully assert that Indianapolis G & J Tires do all these things.

Briefly, the point is this. Write the best advertisement you can—an advertisement which you think will interest other riders. Don't stint yourself. Make it as long as you wish. Have it in the form of a reading notice or a display ad. But make it interesting. You don't have to be an ad-writer to do that.

All advertisements must be in our hands not later than April 15.

The prizes will be awarded by a committee of three outside of this company—consisting of the advertising manager of this paper and advertising managers of two other publications.

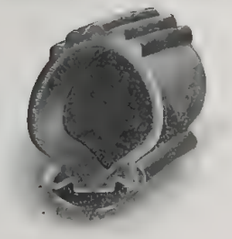
No contributions will be returned and we reserve the right to use any in addition to the prize winners.

The names of the winning contributors will be published in this paper as soon as the judges make their award.

Write your advertisement at once and send it to the

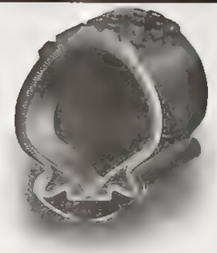
ANY, INDIANAPOLIS, IND.

$50 in Gold to Motorcyclists



G & J Motorcycle Tire.
Corrugated Tread.

$25 first prize—$15 second prize—$10 third prize for the best advertisements on Indianapolis G & J Motorcycle Tires. Open to all riders. No restrictions. Read the purpose and conditions of the contest below and get busy.



G & J Motorcycle Tire.
Bailey Tread.

We who make Indianapolis G & J Motorcycle Tires know their merits too well to advertise those merits as forcefully as we should. In other words we may be compared to the undefeated racer.

He becomes so accustomed to defeating competitor after competitor that he doesn't feel the elation, the enthusiasm that makes his audience cheer him to the echo. He expects to win.

It has become a habit with us to make tires of unvarying superiority. The result is that we have lost the power to express their excellence as enthusiastically as the rider who uses them.

We talk from the viewpoint of the manufacturer who knows that certain processes produce certain tires. He talks from the viewpoint of the user who sees the results these tires give in actual service.

And it is results—not causes—that tire users want to know.

We therefore offer the above prizes to obtain the opinions of motorcyclists on Indianapolis G & J Tires.

If you use them (and very few don't) tell your experience with them. Add to it, if you wish, the opinions of your friends.

If you have never used them, you very probably know several things that other motorcycle tires don't do that they should. You can truthfully assert that Indianapolis G & J Tires do all these things.

Briefly, the point is this. Write the best advertisement you can—an advertisement which you think will interest other riders. Don't stint yourself. Make it as long as you wish. Have it in the form of a reading notice or a display ad. But make it interesting. You don't have to be an ad-writer to do that.

All advertisements must be in our hands not later than April 15.

The prizes will be awarded by a committee of three outside of this company—consisting of the advertising manager of this paper and advertising managers of two other publications.

No contributions will be returned and we reserve the right to use any in addition to the prize winners.

The names of the winning contributors will be published in this paper as soon as the judges make their award.

Write your advertisement at once and send it to the

G & J TIRE COMPANY, INDIANAPOLIS, IND.

Current Comment

"There are no amateurs," declared a party to a discussion a few days since. When his memory was jogged he revised his statement slightly, but affirmed that he himself could recall but two, both of them college students. While I think this particular individual is inclined to be unduly pessimistic on the subject, when one hears the admissions made by some of the professional riders and by some of the one-time members of manufacturers' racing teams who long since passed out of cycling, to say nothing of former promoters, they do much to shake faith in human nature.

* * *

For ways that are devious, the roundabout manner in which some of the big and little stars of the path, long since forgotten, obtained their "subsidies" from the manufacturers of the bicycles they rode, would do credit to the Chinese of the proverb. I've had a few of these choice "amateurs" tell me with a smirk or an uneasy laugh how they obtained the cash. Some of them took it straight from their team's manager, others received it through relatives, and some others through dealers. One of the latter ilk once related how he used to get his salary—which is the right term for it—without ever touching the manufacturer's money. A go-between agent bought goods and instead of paying for them he received credit therefor on the manufacturer's books and regularly turned over the cash to the beautiful specimen of shamateur. The final settlement between maker and agent was made at the end of the year. The manufacturer concerned was a man of considerable prominence and reputation, and although his interests were many and varied he must have known of the miserable deception. It is the fact that men of this sort stoop to or become parties to such dirty work, that so shakes faith in human probity. It is so easy to do the right thing that the wonder is that they will do anything else.

* * *

In the days of yore, it was rare that promoters actually delivered cash to amateurs. That is a shameless development of later years and though Tom Eck and Jack Prince and the Clifton (N. J.) track have received most of the discredit for inaugurating, or at any rate, for reviving the practice, it evidently was going on while Prince was building skating rinks and Eck was doing the Lord knows what; and it was not confined wholly to the East, either. When some months ago the Bicycling World spoke some plain truths on the subject and named certain hotbeds of "cash amateurism," the one-time manager of a certain track, who still is identified with the sport, threw up his hands in mock horror and in print exclaimed: "Not me; never under my management." And yet I since have received information that scarcely admits of doubt that this manager regularly had paid money to amateurs for several years and that the practice had become so much a matter of course, that his temporary successor kept right on paying it.

* * *

Most of the older professionals and some of the retired shamateurs now will admit that they first offended the amateur rule by selling their prizes. As such a thing as being called on for an accounting was unheard of and little to be feared the process was safe, simple and easy. These men readily admit that this condition largely was responsible for the popularity of diamonds as prizes. The stones always were salable and brought full value, or close to it—and diamonds never could be traced. An ingenious amateur fakir, who long since joined the professional "has-beens" once told me that he never sold his prizes; he "exchanged" or "leased" them for 99 years.

* * *

When a man who believes in sport for sport's sake, which means amateurism, hears much of this sort of thing it makes him feel sad at heart. It inclines him to doubt about every amateur who often is returned a winner, or who wins a valuable and salable prize, and to wonder that such a state of affairs long can continue if the men who administer the sport are themselves of the right sort. Personally I believe most of the fault rests with the latter. They are too complaisant and either make small effort to enforce the rules or surround the enforcement with so much red tape and buzzfuzz that the way of the scaly amateur and the scaly promoter is made easy. The racing man whose amateurism is genuine, and the honest and, therefore, honorable, promoter, have no fear of investigation or punishment. If anything they should welcome the application of the "acid test." They have nothing to conceal or evade or to lie about; they have no reason to commit perjury, and if such a test were applied each year before registration cards are issued I think it would purify the atmosphere considerably. Every amateur who applies for registration should be required personally to sign a statement that he has not directly or indirectly accepted cash from any person or sold or otherwise realized on a prize, and if he is suspected of falsehood he should be required to make affidavit to the truth of his statement. No honest sportsman will hesitate to do so and even the crooked ones who may not balk at a lie, will squirm, I fancy, before committing perjury.

* * *

If I understand it correctly, the present policy of the N. C. A., for instance, assists if it does not encourage crookedness. Apparently the only offense, or at any rate, the chief offense, is violation of the "eleventh commandment, "Thou shalt not be found out," and the "finding out" consists of actually being "caught with the goods"; that is, unless the man who pays the money or one who saw it paid makes affidavit that he paid it or saw it paid, the crooked amateurs run small risk of being punished and placed where properly they belong. It is a rather distressing state of affairs as the only way it is possible to encourage and build up or maintain genuine amateurism is by weeding out the bogus amateurs, and while I know that ideally amateurs should be above suspicion, the fact that so many of them actually are not and never will be in that category ought to justify inquiry wherever suspicion exists and whenever it may arise. There is no reason why the methods of a court of law should prevail or why the fear of discipline or punishment should not be planted deeper in the hearts of suspected offenders, and this applies alike to racing men and to promoters. As I have said before, any man who has nothing to fear will not resent inquiry or have any trouble in disproving charges or removing suspicion. He will assist instead of retard every effort that will tend to clear him of suspicion.

* * *

Even if what I have said seems to so indicate, I may say that I am not an idealist. I know racing men from head to heels, and am acquainted with not a few promoters and other people who believe and have declared that "amateurs are not worth bothering with," and who suffer them merely because they serve to "fill in," but I am not a subscriber to that doctrine. Amateurism is the foundation and backbone and life of all sports and though it may suffer a temporary eclipse by reason of the brilliancy of professional "stars" and the preponderance of events arranged by professional promoters, when professionalism, which means money-seeking, has squeezed the golden orange dry, amateurism still remains. There always will be men who love sport for sport's sake, and who do not seek and would not touch the coin, and these are the sportsmen who are most deserving of their due. They can obtain it and come to the surface only when the sunlight is thrown into the dark corners of bogus amateurism and the rascals are smoked out. It is a peculiar fact that few if any of these coin-collecting "amateurs" appear to realize that the money they accept is dirty money and that the act of taking it constitutes dishonesty. They and their families and friends consider them honest men, and yet if they are not guilty of moral and actual fraud—guilty of embezzling honor and of obtaining money by false pretenses, I would like to have some one define under just what code of honor their practices should be placed. Amateurism is, or should be, ennobling, but if there is anything worse than a rotten professional it is a rotten amateur.

THE ANNOTATOR.

According to the Cincinnati (Ohio) Post, that city wants the F. A. M. meet of 1910. It is expected to ventilate its ambitions at this year's meet, which almost beyond preadventure will be held in Indianapolis.

BIG CARD FOR BEACH CARNIVAL

Program for Daytona Meet Includes Interesting Bicycle and Motorcycle Events —Speed Trials to be a Feature.

With the completion of the program for the Florida East Coast Automobile Association's seventh annual speed carnival which will be held on the beach at Daytona, Fla., from March 23 to 26, and which this year for the first time will include bicycle events as well as automobile and motorcycle races, the success of the meet almost is assured. The indications are that the bicycle and motorcycle part of the program will be the most interesting feature of the annual meet on the hard Florida beach.

Due to a misunderstanding between the promoters and the American Automobile Association, which holds articles of alliance with the Federation of American Motorcyclists and the National Cycling Association, it was rumored that the meet was in doubt last week. Matters have been adjusted, however, and the carnival will be held according to schedule.

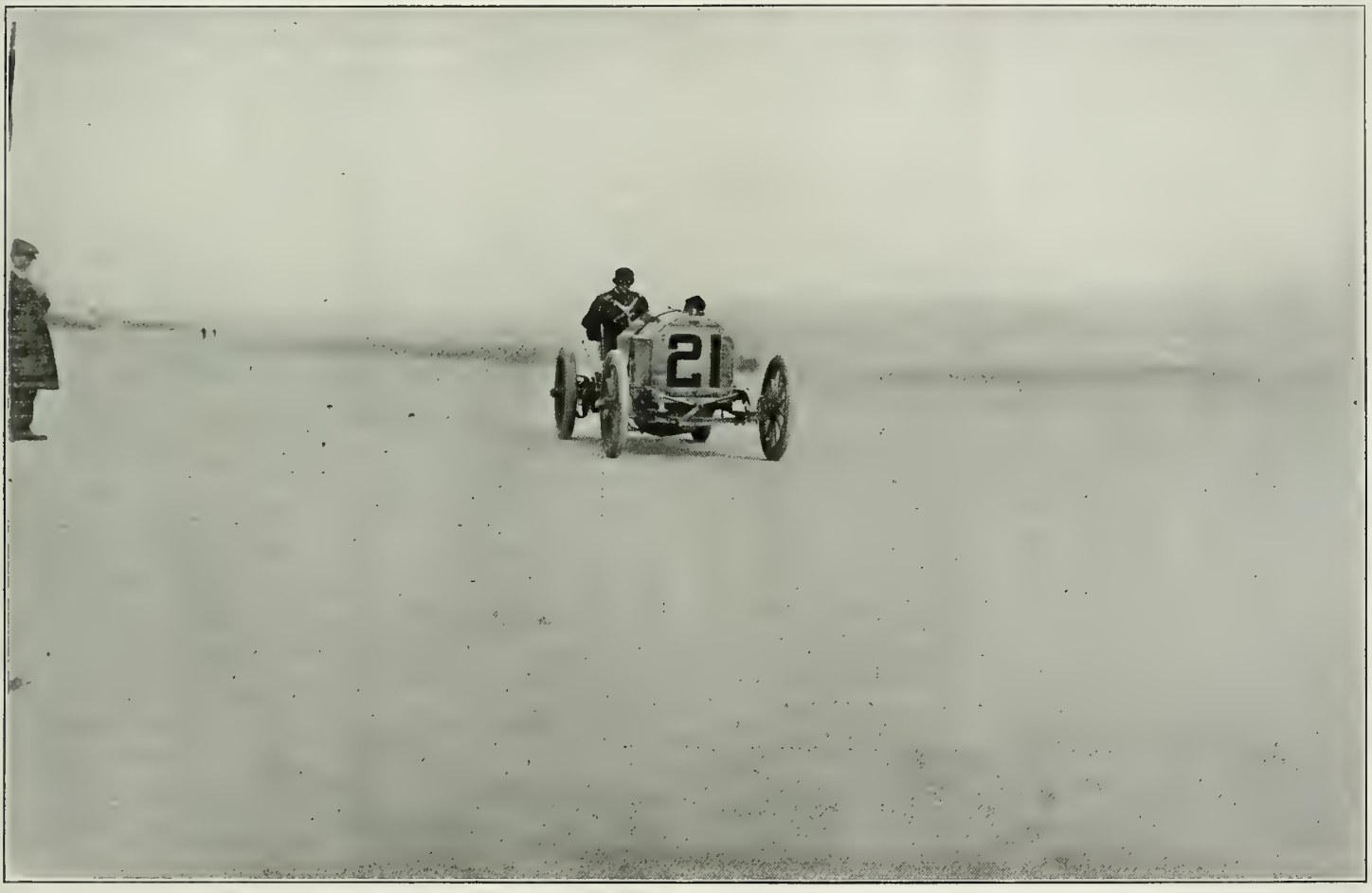
If sufficient riders make the journey to Daytona it reasonably is certain that the bicycle races will attract a great amount of attention. The program announced this week includes six open professional competition races at one-half and one-quarter mile for gold, silver and bronze medals. Other amateur events, with and without pace, are to be arranged, it is stated.

According to advices from Atlanta the field of professional riders now in that city will go to Florida and make an attempt to win a portion of the $1,000 in cash that has been set aside for the bicycle races. Bardgett, Cameron, Wiley, Walthour, Root, Mitten, Mackay, Williams, Senhouse and Walker are expected to compete.

Champion Frank L. Kramer, of East Orange, and Joe Fogler, the crack six days rider, of Brooklyn, also will go down and compete in both the sprint and paced events. Fogler has set his heart on breaking the world's straightaway paced record. The fastest time ever made for the mile was 57⅘ seconds, when Charles M. Murphy, now on the New York police force, on June 30, 1899, rode behind a train on the Long Island Railroad. A special board track was built between the rails and Murphy rode behind a windshield that practically encompassed him. Fogler has made arrangements with Ralph De Palma, the noted automobile driver, to pace him. The 90 horsepower racing car that De Palma will drive will be fitted with a special wind shield designed by himself and Fogler.

It is hoped that the motorcycle races will break a number of records, and as they are to be run over a 30 miles straightaway course, it is probable that the expectations of the promoters will be realized. An hour race has been carded for the express purpose of breaking the record of 67 miles 1,655 yards, made last year by C. R. Collier on the Brooklands track in England. The other event is styled a "Motorcycle Marathon," the distance being 100 miles. There also will be speed trials to establish records at one kilometer, one mile, five and ten miles.

No formal entries have yet been received, but W. J. Morgan, Thoroughfare Building, New York City, the manager of the meet, states that he has received assurance that they will not be lacking.



VIEW OF THE HARD LEVEL BEACH COURSE AT DAYTONA, FLORIDA

The program of bicycle and motorcycle events is as follows:

One hundred miles motorcycle "marathon," two classes (30½ and 61 cubic inches piston displacement). Gold, silver and bronze medals.

One hour motorcycle, two classes (30½ and 61 cubic inches piston displacement). Silver and bronze shields.

Motorcycle time trials, one kilometer, 1, 5 and 10 miles.

One mile professional bicycle handicap; $50, $30, $20 and $10.

One-half mile professional bicycle handicap; $50, $30, $20 and $10.

One-quarter mile professional bicycle, scratch; $40, $30, $20, and $10.

One-half mile professional bicycle, scratch; $40, $30, $20 and $10.

One mile professional bicycle, scratch; $50, $30 and $20.

Two miles professional bicycle, scratch, with one turn in course, $100, $50, $20 and $10.

Fastest mile behind automobile pace, $100.

Fastest mile behind motorcycle pace, $100.

One-half mile amateur bicycle, scratch; gold, silver and bronze medals.

One-quarter mile amateur bicycle, scratch. Gold, silver and bronze medals.

Other paced and unpaced amateur bicycle events to be arranged.

Motorcycle Terms in Esperanto.

That it will be a long time before Esperanto is adopted as the universal language is conceded by nearly everyone, but that it will be still longer before Esperanto motorcycle terms become popular is certain. One of the cult has figured out some motorcycle terms in the new language. For instance a fly wheel is a "gvidstango," a tank is designated a "riservujo," goggles are nothing less than "okulvitroj," while a rider will be known as a "veturigisto." A few other everyday terms and their equivalents in Esperanto are given herewith: Battery, batterio; brake band, bremsorubando; chain adjustor, cengustoglio; contact breaker, kontack-rompilo; exhaust, gasflorfluo; muffler, silentigujo; horsepower, cevalpovo; ignition, ignitiglio; change speed gear, rapidsanga mekanisimo.

Symptoms of the Gas Lamp.

When a gas lamp ignites quickly with a yellowish flame it indicates a leak in the tubing or at the connections. When the system is in proper condition the light should start up slowly with a hissing noise and a clear white flame. To keep lamps in the best possible condition they should be covered in rainy and muddy weather by well fitting waterproof covers.

FINKLE TO MANAGE CLIFTON TRACK

Opening of Summer Season Scheduled for First Sunday in April—Motor Paced Racing to be Regular Feature.

The Clifton Stadium, by which name is known the six lap banked board track situated between Paterson and Passaic, N. J., will raise the curtain on its summer racing season, Sunday afternoon, April 11.

Last season, which was the first for the Clifton Stadium, a feature was made of motor paced races and the same policy will be continued this season. One paced race, and two amateur events, with a professional motorcycle race, and possibly an amateur motorcycle race once in a while, will constitute the regular Sunday program. It is not known at this time whether or not week night racing will be held. At the present time there are no lights at the track and to install them would place the promoters under considerable expense. If the same enthusiasm is manifested this season as was last, however, night racing may be inaugurated when warm weather sets in.

Clarence Finkle, who is one of the three members of the company which owns the stadium, will act as manager and he will be ably seconded by John Valentine, who will continue to act in the capacity of referee. The new ruling that the referee must deliver the prizes to amateurs will insure that they will not receive cash, as was the case last season when T. W. Eck held the purse strings.

The Stadium Amusement Co., which owns the track, has purchased three N. S. U. motorcycles, which will be used as pacemaking machines, and these will be the only machines in use at the Clifton Stadium this year. Arthur Mitchel, Carl Ruden and Bob Schultz have been engaged to act as pacemakers.

The first meet has not been arranged, but the feature probably will be a paced race between George Wiley, Peter Drobach and J. Frank Galvin, for a purse of $250. Wiley is riding in Atlanta at the present time and Drobach and Galvin are training. If Galvin and Wiley are selected for the first race a hard contest is assured as there is some bad feeling between them despite the fact they have been six day partners for three years.

English Rules for Bicycle Postmen.

With a view to safeguarding postmen in town and country who use the bicycle in performance of their duties some important rules have been promulgated by the medical representatives of the post office and the Postmen's Federation in Great Britain. They not only define the age and qualifications of men who may perform cycle duty, but place limitations on the work to be done. Some of the most important rules are:

No man to take up cycle duty before he reaches the age of twenty.

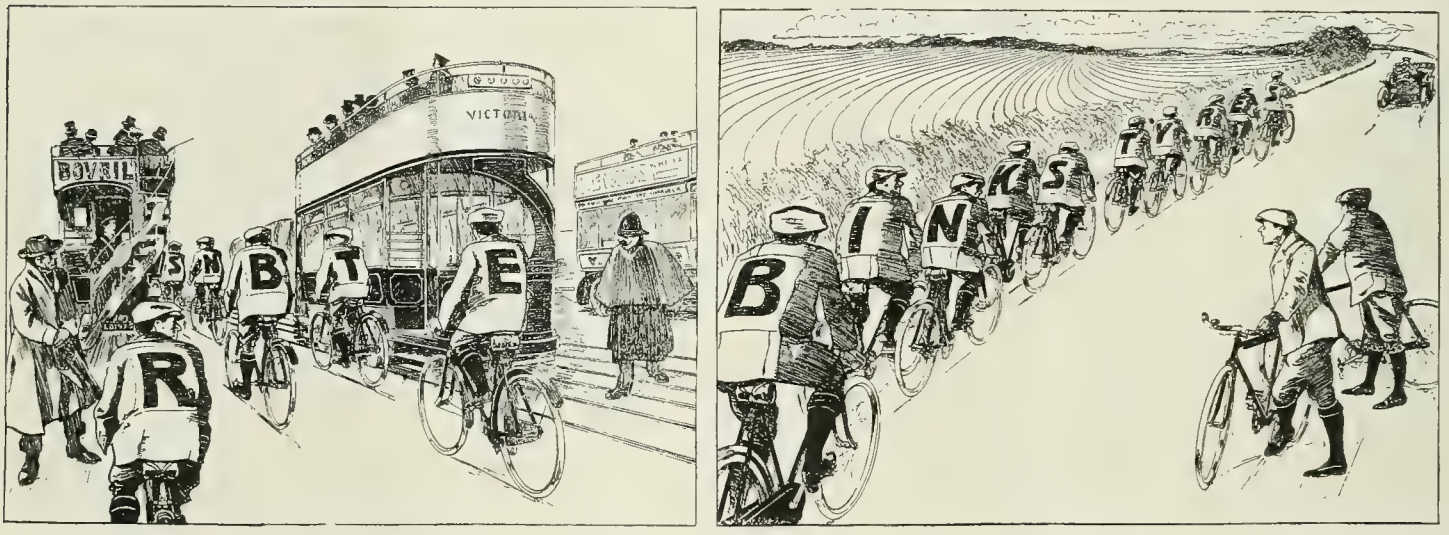
A man may perform the duty up to the age of sixty, but if he thinks fit he may appeal to a medical board for relief.

Before a man can be ordered to do cycle duty he must have had previous experience.

The maximum distances to be traveled and weights carried are: In towns—tricycles, 25 miles; maximum weight, 112 pounds; in country—tricycles, not over 22 miles; weight not over 70 pounds. Bicycles—Not more than 28 miles under favorable conditions; weight not to exceed 50 pounds. Extra time to be allowed to men in hilly country and in bad weather.

Opportunities to be afforded for changing wet clothes.

SUGGESTIONS FOR THE PROMOTION OF PUBLICITY



THE MYSTERY THE SOLUTION —From Cycling

WALTHOUR WINS IN TWO HEATS

He Defeats Root in Match Race at Atlanta —Cameron, Wiley and Turville Capture Other Events.

Continuing his recent victories Robert J. Walthour defeated Edward F. Root on Friday night last, 26th ult., in two straight heats at the St. Nicholas Velodrome, Atlanta, Ga. Despite the small attendance an interesting card of races was run, Cameron winning the mile handicap and George Wiley the five miles miss and out.

The Walthour-Root match consisted of two heats at five miles, the French style of starting being employed in Atlanta for the first time. The riders made a standing start and had to catch their motors. Root got the jump on Walthour in the first heat, and the Southerner looked due for a beating when Root dropped his pace. Before he could regain it Walthour had scored six laps. The time was 8:29⅘. In the second heat the race was nip and tuck until the beginning of the last mile when Walthour easily pulled away from the New Englander and won by two laps in 8:31⅗.

Williams, Bardgett and Mitten qualified in the first heat of the mile handicap and Cameron, Walker and Wiley got the call in the second heat. Cameron won the final without undue exertion from the "vaudeville team" of Williams and Walker, in the order named.

Eight riders started in the five miles miss and out, in which a rider was called from the track at 1 mile, 2 miles, 2½ miles, 3 miles, 3½ miles, 4 miles and 4½ miles. Cameron was the last man to drop out, leaving Wiley to finish. Walker got third place, while Senhouse, another Australian, managed to slide home for fourth money.

The mile motorcycle race between Turville and Lawson was exciting. First one took the lead and then another, keeping the spectators in suspense until the last lap, when Turville let out and won by less than a length. The summaries:

One mile handicap, professional—First heat won by Saxon Williams, Buffalo; second, Walter A. Bardgett, Buffalo; third, W. L. Mitten, Davenport. Time, 2:19. Second heat won by George Guthrie Cameron, New York City; second, Gordon Walker, Australia; third, George Wiley, Syracuse, N. Y. Time, 2:17⅗. Final heat won by Cameron; second, Williams; third, Wiley. Time, 2:22.

Five miles motor paced match, professional—First heat won by Robert J. Walthour, Atlanta; second, Edward F. Root, Melrose. Time, 8:29⅘. Second heat and match won by Walthour; second, Root. Time, 8:31⅗.

Five miles miss and out, professional—Won by George Wiley, Syracuse; second, George Cameron, New York City; third, Gordon Walker, Australia. Time, 11:17.

One mile motorcycle match, professional—Won by Charles Turville, Philadelphia; second, Gus Lawson, Buffalo. Time, 1:35.

Evidence of Cycling Interest in N. Y. A. C.

The big and influential New York Athletic Club, which once played no small part in cycling affairs, is showing symptoms of renewed interest. There has been appointed a bicycle committee, consisting of C. J. Kintner, chairman, J. M. McGinley and A. Parker Smith, and to encourage active road work, three medals have been offered for the best mileage records made during the current year. The wheel room in the palatial club house opposite Central Park still is maintained and with a competent repairman in charge, and to promote sociable riding, a bulletin board will be kept on which the cycling members before starting on a run are urged to post their names and destinations and time of departure. The wheel room is well filled with bicycles, only about 50 vacant spaces being available, and notice has been served that these will be rented in the order in which applications are received.

Poetic Description of the Scorcher.

Someone has arisen to remark that Wordsworth must have had the scorcher in his mind when he wrote:—

"On the ground
His eyes are turned, and as he moves along,
They move along the ground; and evermore,
Instead of common and habitual sight
Of fields, with rural works of hill and dale,
And the blue sky—one little span of earth
Is all his prospect. Thus from day to day,
Bowben, his eyes for ever on the ground,
He plies his weary way."

More Foreign Makers Offer Prizes.

As was predicted, the offer of big prize money by the manufacturers of Peogeot bicycles and Wolber tires to riders of their products, has stirred other manufacturers to similar offers. The Engelbert company, who make tires, have come forward with an offer of 10,000 francs to riders scoring the greatest number of points in open road races during the season.

Mississippi View of Motorcycles.

"The motorcycle is being introduced into our locality, and the rate they can go makes the gait of an ordinary bumblebee look like a crab's gallop. Our driving horse met one the other day and I thought he was going to be frightened, but before the first shiver got through his system the motor man was trying to get past a load of hay half a mile behind us."—Shellbina (Miss.) Torchlight.

Italians Undertake a 24 Hours Race.

A 24 hours team race upon the American plan will be held in Milan, Italy, the latter part of March. Nineteen teams already have signed, among them being Trousselier and Garrigou. Both are well known road riders and have had track experience also, the former having competed in one six days race. Carapezzi and Beaugendre is another good combination that has been formed.

WILEY HURT IN ATLANTA MARATHON

His Fall Spoils a Spectacular Race, but He Escapes Serious Injury—Williams First in Unpaced Contest.

It was "Marathon night" at the St. Nicholas Veledrome, Atlanta, Ga., on Tuesday evening of this week, 2d inst., but the racing was suddenly brought to an end when George Wiley took a bad fall in the motor paced marathon between himself and Elmer J. Collins. As a result of the fall Wiley was taken to the hospital unconscious, but was soon brought around.

The fall put an end to what until that time had been a spectacular race. Wiley and Collins were billed to ride a motor paced marathon over the full distance of 26 miles 385 yards. The accident occurred in the 12th mile. Collins had just succeeded in passing the little Syracuse rider, having gained a little better than half a lap. Both riders were going fast, and Wiley was fighting hard to prevent Collins from passing. They were going neck and neck around the eastern end of the track, and Collins had just gotten ahead when Wiley tumbled.

In landing Wiley hit first upon his face and left shoulder and then rolled to the floor of the arena. Turville, his pacemaker, did not know that Wiley had fallen and flashed around the 12 lap track so fast that he narrowly missed striking the prostrate rider. Wiley was hurried to the Grady Hospital where he recovered consciousness. It was found that no bones were broken and that the injuries, which consisted of a deep gash over the left eye and a contusion on the knee cap, while painful, were not dangerous. The race was stopped.

The unpaced marathon was not very exciting, and the time—1 hour 5 minutes—was slow for the distance of 26 miles 385 yards. Williams jumped at four miles and because the field was unwilling to go after him, put a lap on the bunch. Senhouse, the Australian, did the same stunt in the seventh mile. Cameron and Walker punctured, but put in extra wheels and continued, but the former was put out of the running again at 12 miles with another puncture. Most of the lap money went to Williams and Senhouse, but as a rider who was lapped could try for the laps Root and Bardgett had several mixups. Williams easily defeated Senhouse in the final sprint and the remainder of the field had to go another lap. This brought out the best race of the evening, Bardgett defeating Root for third place.

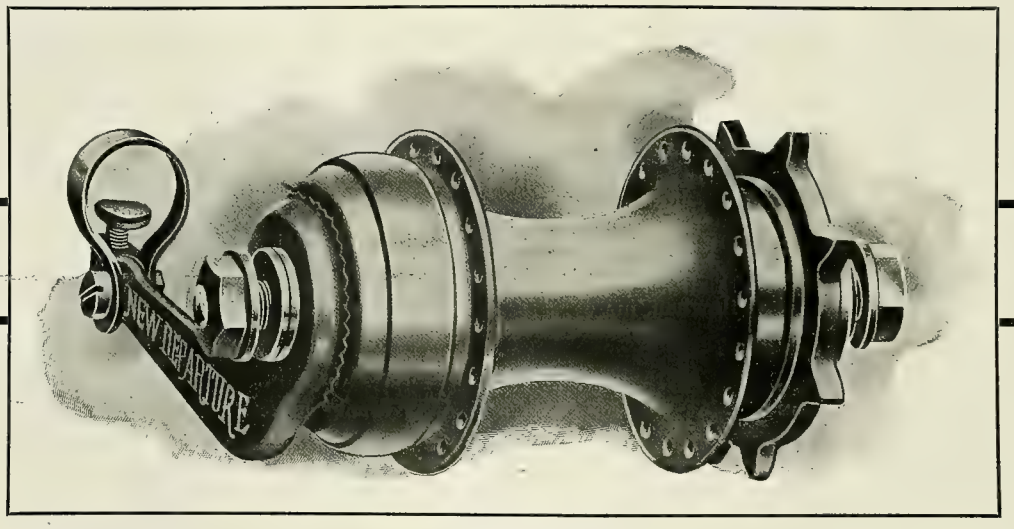
The five-man team of the Berkeley Wheelmen won the ten miles relay race that was a feature of the Olympic Club games at the Golden Gate Stadium, San Francisco, on February 22d. The Oakland, Bay City, New Century, Central City and Golden City teams were the other contestants. The winners all were mounted on Pierce racers.

Bicycle Dealers Are Practically Unanimous

in declaring that the

NEW DEPARTURE COASTER BRAKE

sells quickly and stays sold. Satisfied purchasers are the rule, because of the reliability, strength, simplicity and correct mechanism of this superior device.



STOCK NEW DEPARTURES FOR THE SEASON OF 1909

Bicycle dealers who have not yet done so should immediately write us for particulars of our Spring Opening Advertising Scheme. It positively brings possible purchasers to your store. The expense is all ours. Write us today.

THE NEW DEPARTURE MFG. COMPANY, Bristol, Conn.

COASTER BRAKE LICENSORS

SALT LAKE RACE SITUATION HAZY

Heagren Busy Preparing for Season at Salt Palace and Ogden—Saltair Management not yet Active.

Salt Lake City, March 1.—So far as this locality is concerned, the promise of the new season is somewhat shrouded in uncertainty. Harry Heagren, the well known local promoter, has obtained the lease of the Salt Palace track from the father of the Heath family and appears to be in control of the destinies of that resort, irrespective of what the three sons may determine or want as a result of their constant quarrels among themselves.

The senior Heath maintains that he will lease the track to whomever he sees fit and that, no matter what the boys' quarrel may bring, his decision will be final. It appears therefore, that Heagren has a positive hold on the Salt Palace track management for 1909, all reports to the contrary notwithstanding. Heagren, at any rate, is signing up riders left and right. He is paying out his own money in bringing riders to Salt Lake and must necessarily know what he is doing.

Whenever Heagren is asked regarding the 1909 prospects he usually replies with the question: "Well, I have never fallen down yet, have I?" To this uncertain reply the majority of the "fans" will reply in the negative because he has never "fallen down" and has always given the people the best there was in sight and always for the best interests of the sport in Utah.

That there will be an abundance of riders in Salt Lake City next year is indicated by the many letters from riders which are pouring into Heagren's office every day. Chapman's announcement that he is getting all the stars for the Newark track had had the effect of causing all the good second-class riders to turn their attention to Salt Lake. Bardgett, Williams, Cameron, Mackay, Wiley, Root, Fogler, Senhouse, Walker, Mitten, and a dozen others have written for terms, and as most of them ask for nothing more than a railroad ticket, it is safe to predict that there will be no scarcity of riders here when the sport begins.

The holding up of the appointment of Frank L. Gardner, as National Cycling Association representative for this district has caused considerable comment in the city. It is well known that the Heaths, owners of the Salt Palace track, have registered a strenuous objection to the re-appointment of Gardner, alleging that he favored Chapman and his Saltair track in his decisions as to where certain riders should ride on certain nights. The Heaths claimed at the time that since the Salt Palace regular race nights always have been Tuesdays and Fridays, and since they had certain riders signed, Gardner did wrong when he permitted some of the men to ride at Saltair when the latter's meets were in conflict with regular Salt Palace nights. At any rate, they maintain that they were given the short end of Gardner's decisions.

Gardner, it appears, would again take the position but he feels that he would rather lose it than "beg the Heaths for the job," as he puts it. There is little chance, therefore, that he will make peace with the Heaths just for the sake of landing the job. Heagren does not appear to have any particular choice as far as he is personally concerned and there is no truth in the rumors that William Fowler is after the job because Fowler denies his candidacy in a most firm manner. The Saltair management endorses Gardner while the Ogden track owners do not express any choice.

Just what will happen to the Saltair track this season is a matter of conjecture. The owners declare there will be racing, although they have as yet made no preparations for the opening. No one has as yet been spoken of as a possible manager to succeed Chapman and Iver Redman, manager of the Salt Palace track last year, denies rumors that he will succeed Chapman.

Ogden again will look to Harry Heagren for its racing. Glenwood park, in which the saucer is enclosed, is now in the hands of a new management which announces that they are going after the bicycle game for all there is in it this summer.

Parley Giles and Alfred Crebs, the two local amateurs who have been "invited to ride as professionals," feel rather blue over the affair, but both declare that they will get in and do the best they can.

It would not be at all surprising to see one or the other of the local track managers create two classes of professional riders this summer. Local men seem to favor the idea of creating a Class A and a Class B professional. So that all amateurs who are not fast enough to get within the money among the "big" pros, and those amateurs who insist on receiving cash or orders that can be converted into money without much difficulty, can ride in a little class by themselves. It is believed by some that, in this manner, the real simon-pure amateurs can be rightly protected. Heagren has not yet declared himself with reference to the two classes of professional riders which have been suggested, but states merely that "all N. C. A. rulings will be lived up to," and that if it becomes the referee's duty to distribute prizes to the amateurs so shall it be.



Capture of a Cycling Dick Turpin.

Had not Henry De Salvo, who gave his address as 317 Academy street, Astoria, N. Y., read so many blood and thunder novels he probably would not now be languishing in the Long Island City jail awaiting some one to appear with $1,200 bail. According to Policeman Arthur Robinson, who made the arrest, De Salvo, who looks small for the 17 years he acknowledges, tried to make a quick getaway with a racing bicycle belonging to John Morrissey, the crack sprinter of the Canarsie Wheelmen. Morrissey left his bicycle in front of a hotel in Jamaica avenue, Long Island City, and when he saw his cherished sprint wheel disappearing naturally he let out a yell. A crowd took up the chase and when De Salvo was halted by sand on an unpaved street, it is claimed he drew a pistol, faced his pursuers, and held them at bay while he rode between them. Mounted Policeman Robinson took up the chase and finally ran him to earth. When Magistrate Smith, in Long Island City Police Court heard the story he decided that $1,200 bail was about right for this alleged modern Dick Turpin. Failing to procure it De Salvo was locked up.

Jackson Does a Century on Rollers.

Hardy A. Jackson, the moving spirit of the International Cycle Association of New York City, on Saturday last broke what he claimed was a world record for 100 miles on the home trainers. It was not known that any rider had ever ridden that distance on the rollers but Jackson claims to have covered the distance in 3 hours 15 minutes in 1902. Last week he completed the century in 3 hours 7 minutes 30 secondes, his time for 25 miles being 32 minutes and for 50 miles, 1 hour 32 minutes, all of which he claims as records. It is not likely any other riders will dispute Jackson's claim as 100 miles on a set of rollers is far too much like hard work for most riders.

Two Open Road Races Sanctioned.

R. F. Kelsey, chairman of the board of control, National Cycling Association, has granted sanction for two open road races. The first is for the International Cycle Asciation's 10 miles handicap to be held at Valley Stream, N. Y., Sunday, April 4. The other is for the Roy Wheelmen's "First Bicycle Marathon" (26 miles 385 yards), to be held in the vicinity of New York on June 13th.

FIRST MOTORCYCLE TRACK READY

Opening Meet at Los Angeles Scheduled for March 14th—Fast Miles Made in Preliminary Practice.

March 14th will see the opening in Los Angeles, Cal., of the first exclusive motorcycle track in the world—a steeply banked board saucer track measuring 3½ laps to the mile, and upon which it is expected that all world's motorcycle records will be eclipsed.

The track which has been constructed by Jack Prince and which is situated at Sixty-third and Main streets, that city, was completed last week and a score or more of riders are tuning their machines in preparation for the opening meet. Prince claims that the track will permit a speed of a mile in 40 seconds, but as Prince is much given to easy talk and optimism of the sort, his estimate will stand salting. As it has been designed solely for speed, however, the saucer should prove an incubator of records and hatch out many new figures.

Jacob Derosier, of Springfield, Mass.; Arthur Mitchel, formerly of New Orleans; Ray Duer, formerly a well known professional bicycle rider; Paul J. C. Derkum, the Los Angeles crack, will be among the professionals to make the running in the opening meet, and this field may be augmented by T. M. Samuelson, E. B. Heagren and Fred Whittle, of Salt Lake City, although the Mormon bunch had not arrived in Los Angeles early this week. Fred Huyck, the one mile amateur champion and record holder, also evidently has obtained permission to again cross the continent, as he also has arrived in Los Angeles. He raced there last fall.

George Kreamer, one of Prince's carpenters, who has a 14 horsepower Anzani machine, which, despite the fact that it far exceeds the F. A. M. limit of 61 cubic inches piston displacement, and therefore is ineligible for use, was expected to ride at the opening meet, but Kreamer has met with misfortune. According to telegraphic advices, he was trying out his high powered and dangerous freak on Wednesday afternoon of this week when he sustained a fearful fall. Kreamer was thrown under the machine, it is stated, and slid down the steep incline. He was hurried to a nearby hospital, where it was found he had sustained a fracture of the left leg near the ankle. His knee was split wide open, the tendons and ligaments being cut open and the joint dislocated. The surgeons are of the opinion that he will never again have the free use of his leg. Although he has been touted as having come from Europe, as nearly as can be learned, he is a carpenter from Iowa who never has figured as a racing motorcyclist.

The first day the track opened for practice resulted in some fast work, Mitchell taking the honors. Although the timing was unofficial several watches recorded a mile by Mitchel on his big N. S. U. in 47 seconds. Graves, a local amateur, reeled off a mile in 52 seconds on a sister machine to Mitchell's, and Fred Huyck was clocked in the same time on an Indian. Derosier and Derkum also were out, but made no attempt at speed.

Bicyclists Aid Earthquake Victims.

One more of many demonstrations of the multifarious value of the bicycle was afforded during the recent earthquake in Italy by the prompt and efficient service rendered in the emergncy by the cyclists of Milan. No sooner had the news of the terrible disaster been confirmed than the body of volunteer military cyclists in that city placed itself at command of the relief authorities for the performance of any work possible for them to do in the sticken locality. Their offer was accepted and on the evening of December 31 a squadron of 50 started by train for Calabria. The men were in uniform and armed, ready for military or police duty, but they and their machines were prepared for any phase of the great relief operations that were necessary.

The rapidity with which they were able to move to any given point, especially to places rendered scarcely accessible to ordinary vehicles, enabled them to do effective work in a variety of way. Their police work and health inspection were a constant duty, added to which they carried supplies of food and medicine from one point to another, assisted in finding and burying the dead, and in the absence of telephone and telegraphic communication where the lines had been destroyed, they served as couriers and maintained rapid communication between relief headquarters and outlying camps. So many and various were the duties performed, and so well did the men conduct themselves, that their "intelligence, courage and efficiency" were publicly acknowledged in a special dispatch sent out from the field of operations by the subcommittee of the national relief organization.

Motorcycle "Jokes" from Los Angeles.

The motorcycle joke compounder has made his appearance in Los Angeles. Here are a few of his concoctions:

What is the best way to keep the engine cool?

Put it in ice-water.

What is the best way to keep your motor from starting hard in the winter time?

Sell it in the summer time.

If the fly wheels are too heavy how can they be lightened?

Why! Take a few more flies off, you chump.

"They tell me Earhart won't ride his N. S. U. any longer."

"Why not?"

"Because it's long enough."

HELLMICH'S HAP-HAZARD JOURNEY

Alleged Globe-Girdler's Queer Route and Variegated Tales—Fellow Motorcyclist Left Him Wailing in Desert.

The whereabouts of one Robert Hellmich, a young German who started from New York City on July 5th last, ostensibly to ride a bicycle around the world via the route taken by the automobilists who made the trip last year, appears to be shrouded in mystery.

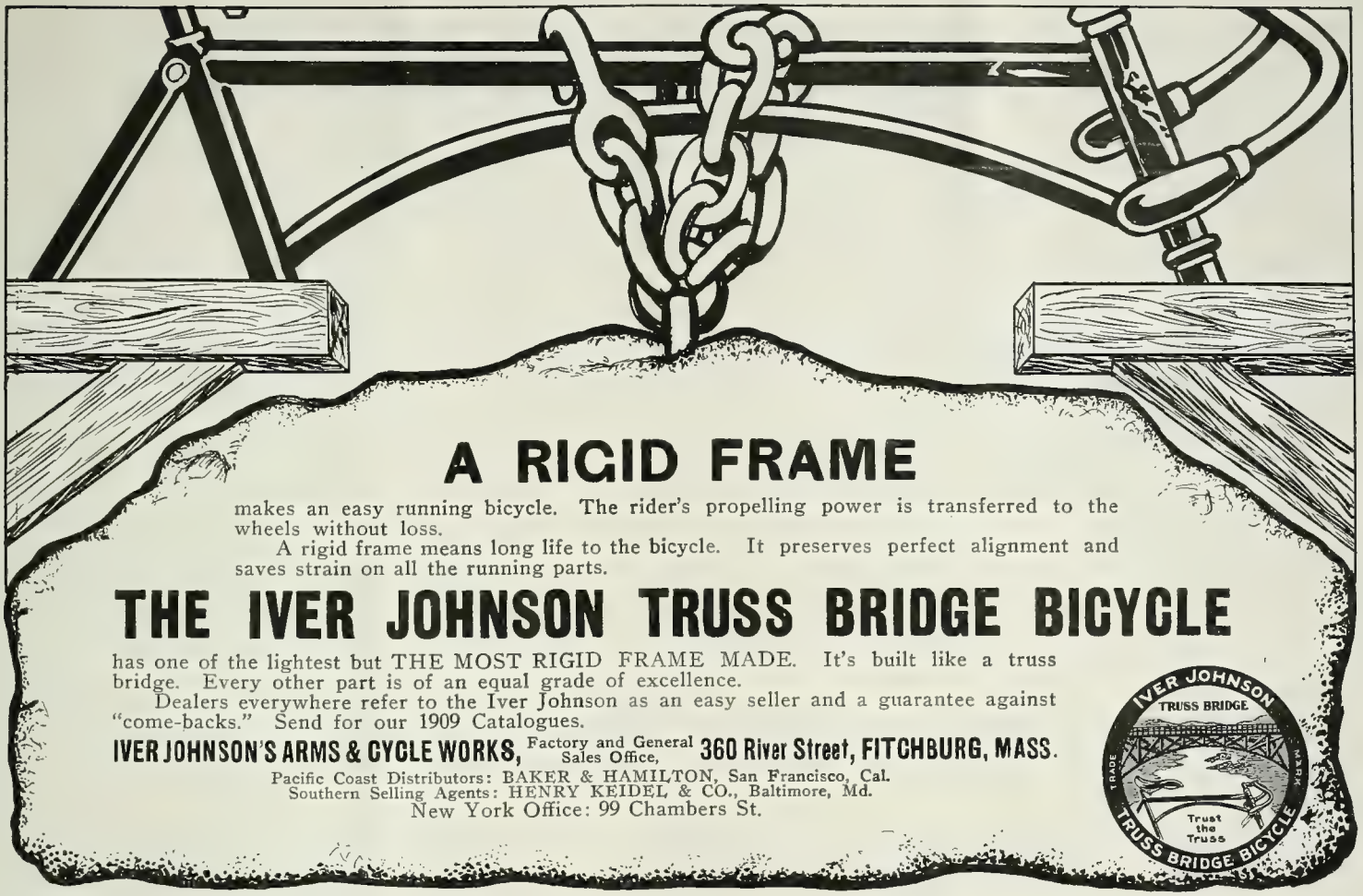
A late press dispatch from Houston said that Hellmich was in that city en route to New Orleans. Another source of information places the German in Cuba. At any rate Herr Hellmich's methods appear to be as peculiar as his route.

When Hellmich left New York City last July, and in fact until he reached Los Angeles, Cal., he told everyone that he must ride around the world upon a bicycle within a certain time, for a wager that was purported to have been made by a German society he claimed to represent.

When he reached Los Angeles, Hellmich was a very tired young man. He had not imagined riding a bicycle across the American continent such arduous labor as proved to be the case. In the Southern California city he told such a pitiful tale that a dealer was pursuaded to "fix him up" with a motorcycle. Hellmich then said he would ride through Southern California to Mexico and remain there until Spring, when he would return and sail for Siberia.

Herbert I. Meriweather, a member of the San Francisco Motorcycle Club, who is skirting the southern part of the continent en route from Los Angeles to New York City, met Hellmich in Phoenix, Arizona. The German had evidently changed his mind about going to Mexico as he told Meriweather he was headed for Texas. As that was the latter's route the two started from Phoenix together, en route for Tucson, Ariz. In a letter to a friend, Meriweather stated that Hellmich "shied" at the rough roads and sand and that he had been compelled to leave the young German behind. That was the last heard of Hellmich until he turned up in San Antonio.

In this city Hellmich was very confidential with the reporters and disclosed to them his plans. He said that after leaving San Antonio he would go to Houston and then proceed through Central America, riding down the west coast of South America and returning via the east coast. When he arrived in Houston Hellmich evidently had forgotten his schedule, for he told the reporters there that he would ride to New Orleans and there take a steamer for Capetown, South Africa. Now he is supposed to be in Cuba. At the rate he is going Hellmich may reach Paris before he dies, if he experiences no serious mishaps.



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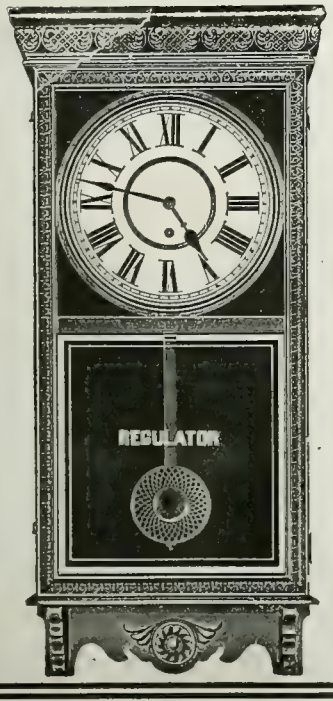
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RECENT PATENTS.

903,789. Single Wheel Cycle (monocycle). Otto Schuhmann, Siegburg, Germany. Filed Dec. 17, 1906. Serial No. 348,211.

In a monocycle the combination of an outer hoop, an inner hoop rotatably supported by said outer hoop, a saddle adjustably mounted upon the inner hoop, two hand wheels, means connected with one of said wheels to move said saddle in a direction transverse of the plane of the hoops, and means connected with the other wheel to move the saddle in the direction of its length substantially as described.

903,392. Bicycle Crank Hanger, George H. Meiser, Chicago, Ill., assignor to Excelsior Supply Co., Chicago, Ill., a Corporation of Illinois. Filed May 31, 1904. Serial No. 210,480.

1. The combination with a crank shaft of a pair of bearings, each of said bearings comprising a cone mounted for longitudinal adjustment along the shaft and a ball race and balls, the ball race being substantially locked to the cone with respect to longitudinal movement relative thereto so that the ball race is carried by and adjusted with the cone.

903,891. Pneumatic Tire. Charles Scheuner, Chicago, Ill Filed June 12, 1907. Serial No. 378,471.

1. An armored pneumatic tire including a body having a thickened outer portion, provided with an annular recess, the side wall of said annular recess having inward extended projections, and an annular armor strip of metal fitting in said recess and having lateral notches engaging said lateral projections, and an annular elastic tread strip fitting upon said armor strip in said recess and having lateral notches engaging said lateral projections

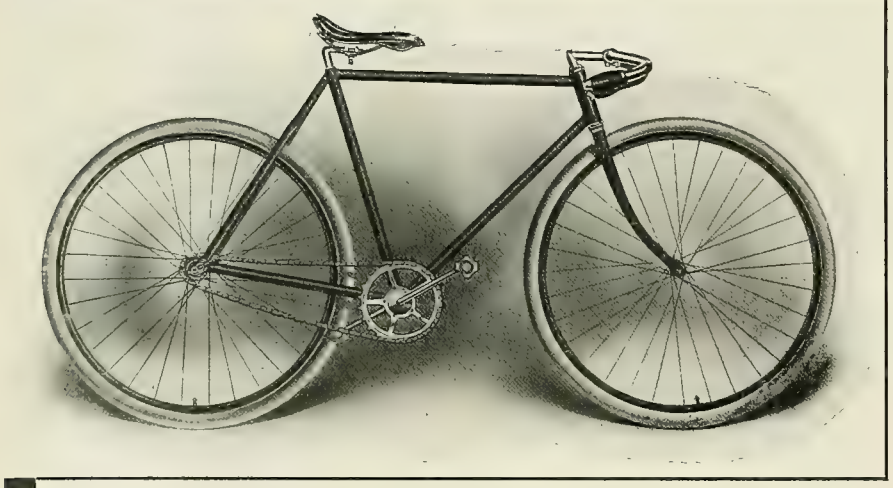
904,351. Cycle Sleigh. Charles C. McCoy, Grand Forks, British Columbia, Canada. Filed March 14, 1908. Serial No. 421,058.

1. A cycle sleigh embodying a frame including a rear fork having upwardly offset arms, a steering runner and operating means therefor mounted upon the front of the frame, spaced rear runners secured to the said offset fork arms, bearing blocks vertically movable in the slots in the stand the rear portion of the frame, slotted guide ards, an axle carried by said bearing members, a propelling wheel carried by the axle and disposed on a line between the runners and offset fork arms, guide rods fixed at their lower ends to the bearing members and slidably extended at their upper ends through the said offset fork arms, adjusting nuts upon the upper ends of the rods adapted to engage the fork arms, and coiled cushioning springs surrounding said rods between the bearing members and the fork arms.

904,735. Coaster Brake. Patrick W. Toohey, Colorado Springs, Colo. Filed June 27, 1908. Serial No. 440,705

1. In a device of the character described the combination with a hub having an interiorly relatively fixed gripping portion, of an axle entending through the hub, a tubular drive mounted thereon and having oppositely pitched threads, and pawls mounted upon the respective threads and within the hubs for frictional engagement with the opposite faces of the fixed gripping members.

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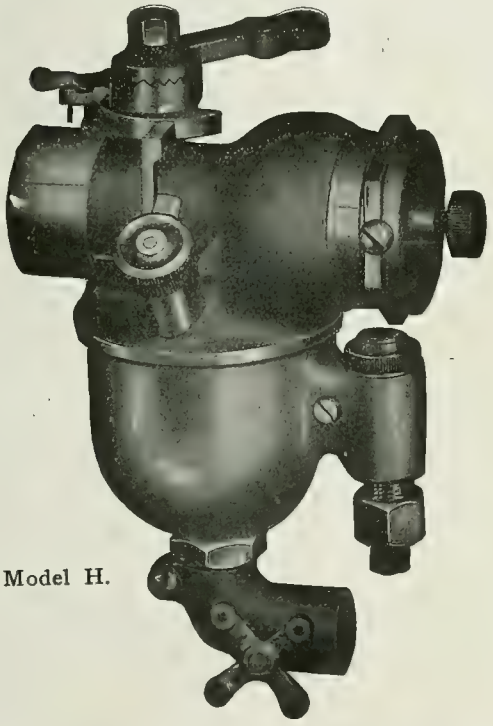
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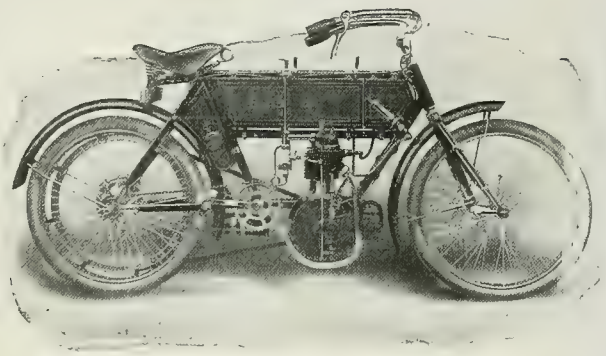
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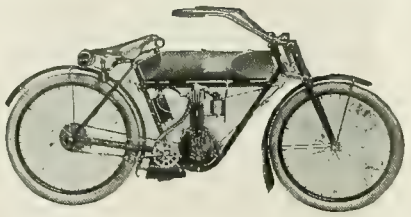
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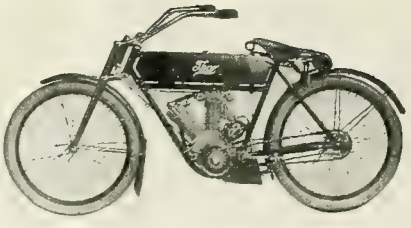
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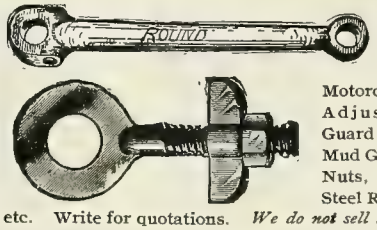
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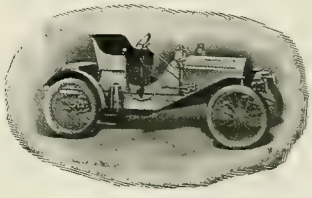
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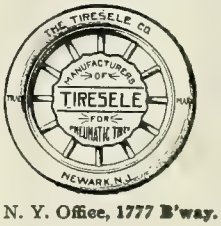
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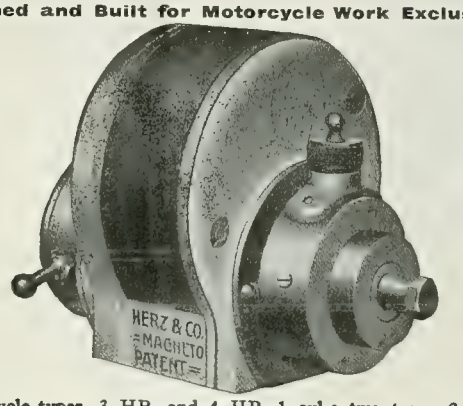
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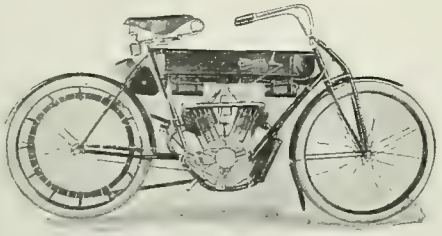
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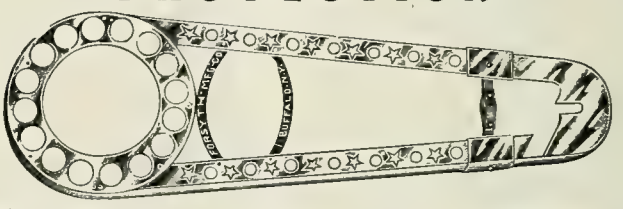
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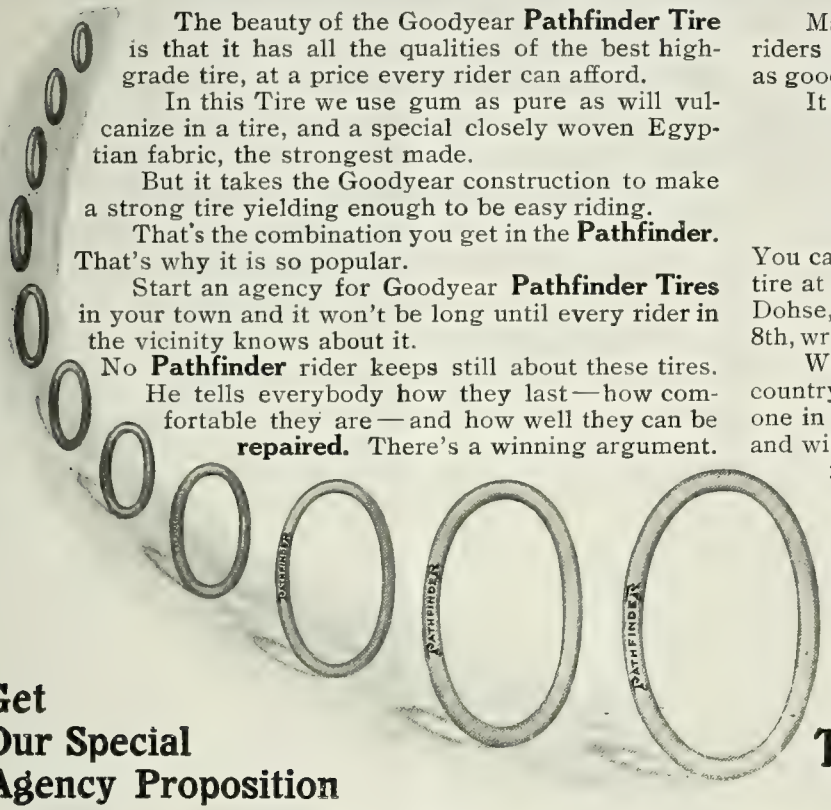
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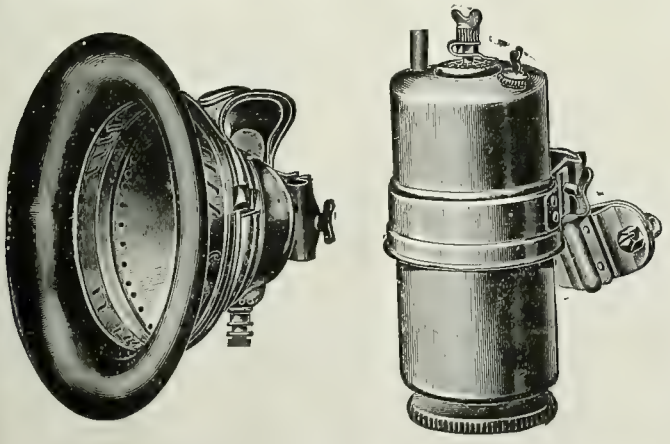
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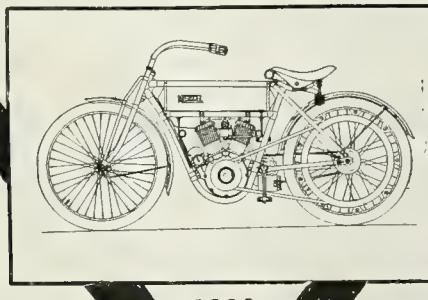
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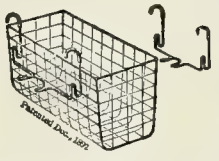
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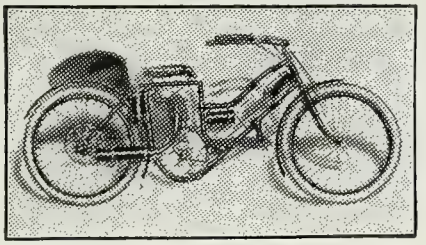
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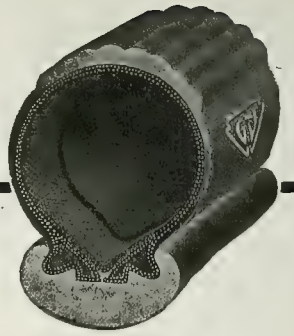
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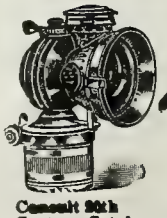
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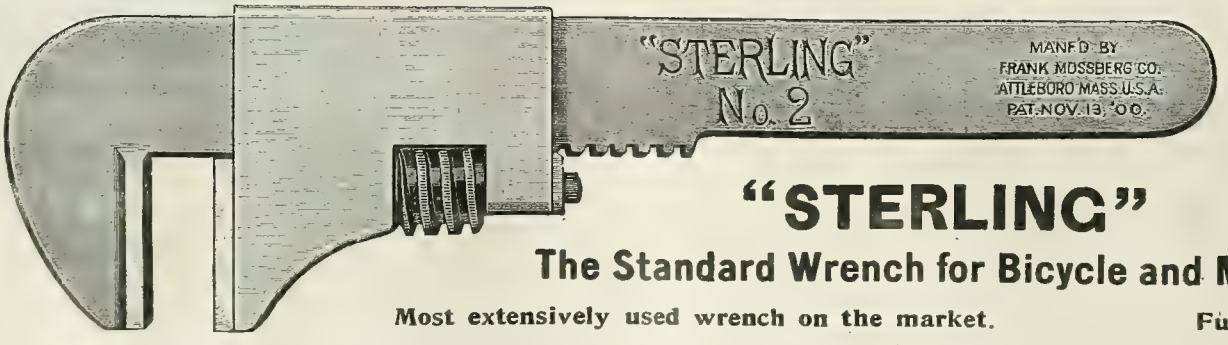
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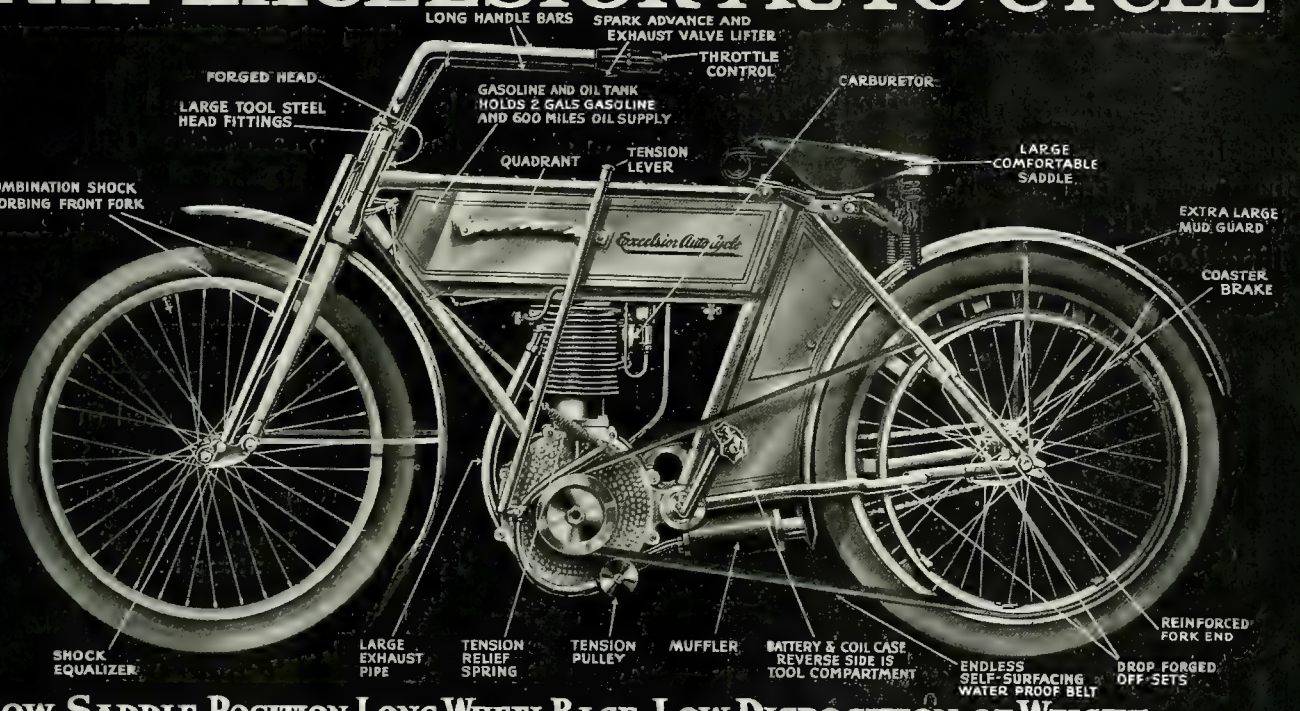


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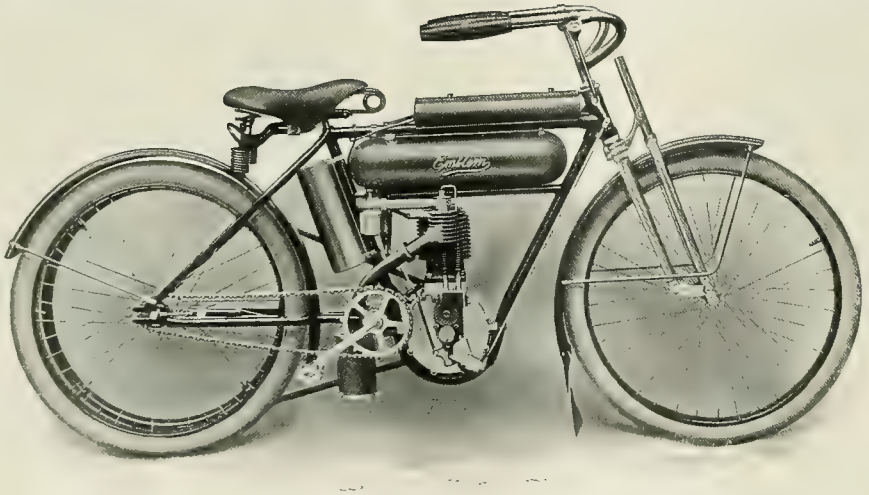
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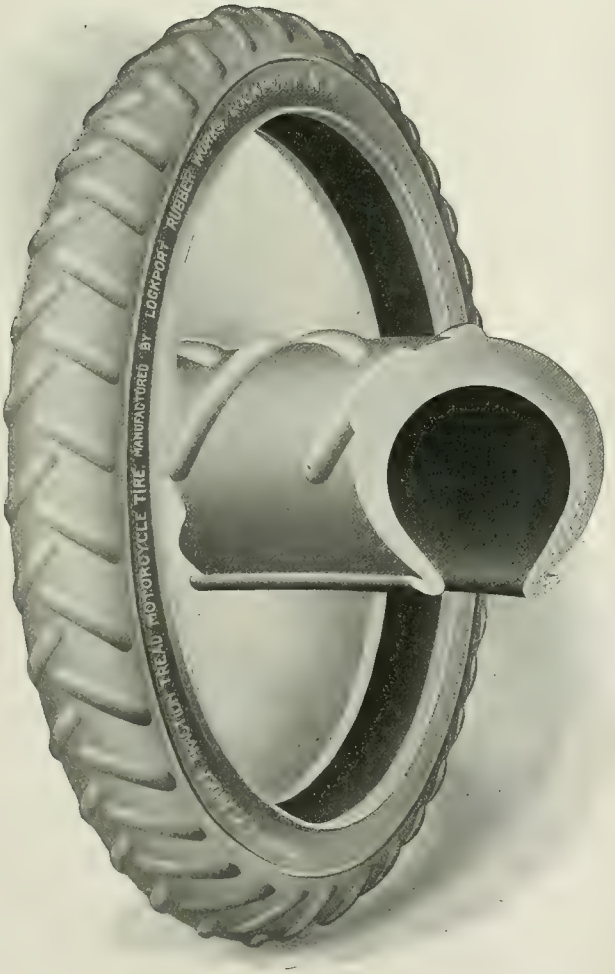
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THIS is to announce that the Aurora Automatic Machinery Company, of Aurora, Ill., manufacturers of the Thor Coaster Brake, have taken out a license to manufacture coaster brakes under New Departure patents, and legal proceedings against this company have, therefore, been withdrawn.

The authorized coaster brakes for bicycles and motorcycles are

NEW DEPARTURE, CORBIN, ECLIPSE, MUSSELMAN AND THOR

All others infringe our patents and legal proceedings have been instituted against them.

The attention of the trade is again called to the fact that sellers of infringing brakes are liable for infringement, equally as much as are the manufacturers.

THE NEW DEPARTURE MFG. CO.

COASTER BRAKE LICENSORS

The Musselman Automatic Coaster and Brake



"A child can put it together."

The brake without the Side-arm

STRONG
SMALL
SIMPLE
LIGHT
POSITIVE
SENSITIVE

The brake without the Lock-washer



"Weighs only 25 ounces."

MADE ONLY BY

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

LICENSED COASTER BRAKE MANUFACTURERS.

THE KING OF ALL BICYCLES

The Racycle Pacemaker



The best and most profitable agency proposition in the world. Write for full particulars.

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

F. M. JONES, Pacific Coast Representative, Sacramento, Cal.

ELYEA-AUSTELL CO., Southern Distributors, Atlanta, Ga.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

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THOR ENTERS THE LICENSED FOLD

Takes Out Coaster Brake License Under Controlling Patents—Action Puts an End to a Suit.

The Aurora Automobile Machinery Co., makers of the Thor coaster brake, have joined the group of manufacturers who are operating under the controlling New Departure patents and, like the others, hereafter will figure as licensed coaster brake manufacturers. The license formally has been issued and including the New Departure company itself the group now numbers five.

Negotiations between the Aurora company and the New Departure interests have been in progress for a considerable period and at one stage were punctured by the filing of a suit for infringement against a New England dealer who had sold a Thor brake. The amicable consummation of the negotiations and the issuance of the license, of course, puts an end to the litigation.

Will Handle Thors in Dade County.

J. W. Harper, who has handled bicycles in Miami, Fla., for a number of years, finally has taken on motorcycles, having secured the Thor agency for all of Dade county in which Miami is located. Dade county is one of the few in the South blessed with superb stone roads and as a result it long has been a splendid market for bicycles. Harper reports that the good influence has extended to motorcycles, of which he already has sold five, one of them a twin.

In Receiver's Hands Though Solvent.

Although solvent, on the application of the Connecticut Rubber Co., which has been conducting a bicycle tire and repair business on Church street, Hartford, Andrew C. Johnson has been appointed receiver for the business. Frederick C. Starr, who practically constituted the company, has entered the employ of the Pope Mfg. Co., and the receivership was instituted as the best means of winding up the business. The assets total about $3,500.

Benders Re-establishes His Business.

John Benders, whose bicycle and motorcycle shop in Philadelphia, Pa., was destroyed by fire in November last, has re-established himself at 1334 Wood street. He will continue to sell both types of cycles and has added sporting goods to his stock.

Haverford Opens a Buffalo Branch.

The Haverford Cycle Co., of Philadelphia, who also maintain an establishment in Washington, D. C., have opened a branch in Buffalo, N. Y., at 763 Main street. They are featuring Hudson bicycles and N. S. U. motorcycles. L. J. Keliner is the manager.

Dunlop Magnate Revisits America.

Harvey Du Cros, one of the powers of the big Dunlop Pneumatic Tire Co., is on a visit to this country. When the company first was seeking to introduce the air tire in America, Du Cros spent two or three years here directing the operations.

Minneapolis Gets Into New England.

The Maple Place Garage, Jamaica Plain, Mass., has obtained the New England agency for the Minneapolis two-speed motorcycles. Jamaica Plain, as may not be generally known, is a part of Boston.

Salina Store Under New Ownership.

C. V. Young has purchased the bicycle store of Charles H. Root on South Santa Fe avenue, Salina, Kan. Young previously was connected with the mechanical department of the Union Pacific Railroad.

Limerick to Open Store at Hamilton.

Frank Limerick is preparing to open a store at 317 Court street, Hamilton, Ohio. As he spent some 12 years with the Duersch Cycle Co., of that city, Limerick naturally is no stranger to the business.

ARNSTEIN'S LIABILITIES $283,000

The Amazing Total Affords a Surprise to Creditors—Miss Hanley's "Extra Salary" Figures Largely.

At the meeting of the merchandise creditors of Eugene Arnstein, the Chicago jobber, which occurred in Chicago late last week, it developed that Arnstein's liabilities are much heavier than first reports had made appear was the case. They reach the amazing total of $283,000, of which $133,000 is due the merchandise creditors; $45,000 is due to banks, and $65,000 to Arnstein's relatives.

The remaining $40,000 represents the claim of Miss Nellie Hanley, Arnstein's former manageress, who instigated the action which led to the appointment of a receiver. Her claim, it appears, is made up of $6,000 alleged to be due for one year's salary, $10,000 for "extra salary" for the same year, "extra salary" of $5,000 for another year, $18,000 for commissions on gross sales, and $2,900 for borrowed money.

At the meeting in Chicago, W. E. Diehl, Corbin Screw Corporation, was elected chairman of the merchandise creditors' committee, the other members of which are T. R. Palmer, Continental Rubber Works; L. M. Wainwright, Diamond Chain & Mfg. Co.; F. K. Watters, Chicago Handle Bar Co., and C. K. Anderson, Hastings & Anderson.

The inventory of the receiver has not been completed and no reliable statement of the assets is yet available, but the committee is of opinion that the character of the assets and the varied and conflicting nature of the liabilities are such that unless the merchandize creditors present a united front they are likely to "come out at the small end of the horn." Efforts to have them act unitedly in adjusting matters are therefore being made. Approximately there are 500 creditors.

JANUARY BRINGS IMPROVEMENT

Export Figures Show a Net Increase for the Month—Noteworthy Gains Made in Several European Markets.

With figures showing a considerable increase in exports for the month of January the new year opens auspiciously, affording a pleasant sense of relief from the long repeated story of shrinkage. The total is $98,928 as against $83,393 for the corresponding month in 1908. The gain amounts to $15,535. The increases were made in the United Kingdom, France, Italy, the Netherlands, Other Europe and Other Asia and Oceania, which geopraphical divisions show a total of $75,964 as against $28,776. The gross gain of $47,188 is partially offset by losses in the other divisions, the heaviest losses being in Japan, British Australasia, Argentina and Mexico. Cuba's trade shows little change, but it show a decline. Of the gains, that made in the Netherlands is most noteworthy, perhaps, the figures being $3,850, against nothing for January, 1908. Other Europe jumps from $12,881 to $44,278, the biggest jump of all, while the United Kingdom increases from $7,740 to $12,946; France from $2,215 to $4,983, and Other Asia and Oceania from $696 to $3,614.

While the total exports for the seven months of the Governmental year ending with January show a large decline as compared with the total for the corresponding period in the previous year, the shrinkage is much less than is shown by comparison of the 1907-8 figures with those of 1906-7. The total exports for that period in 1907-8 were $478.556, a decline of $126,696; the total for the same period in 1908-9 is $399,923, and the decline is $78,633. For this period gains are shown in only five of the geographical divisions, namely, Belgium, the Netherlands, Other Europe, Argentina and Other Asia and Oceania, the total for these countries being $161,503 as against $89,223, a gain of $72,280. Following are the figures in detail:

Exported to—	January 1908	January 1909	Seven Months Ending January 1907	Seven Months Ending January 1908	Seven Months Ending January 1909
United Kingdom	$7,740	$12,946	$153,832	$64,930	$46,047
Belgium	5,351	3,617	14,688	15,116	18,302
France	2,215	4,983	5,609	20,940	15,864
Germany	3,261	1,512	16,471	15,521	12,099
Italy	5,244	6,293	14,659	15,941	12,121
Netherlands	.....	3,850	20,265	14,989	21,674
Other Europe	12,881	44,278	71,755	40,801	93,715
British North America	5,478	3,459	15,580	27,584	20,294
Mexico	7,005	3,159	59,733	55,238	35,731
Cuba	2,539	2,026	19,537	26,755	10,322
Other West Indies and Bermuda	1,688	1,404	12,106	15,564	9,620
Argentina	2,506	460	11,999	9,546	11,247
Brazil	655	495	5,758	5,826	3,370
Other South America	1,659	476	12,958	8,298	6,802
Japan	11,889	1,830	96,030	64,929	25,388
British Australasia	11,943	3,987	48,595	62,714	35,955
Other Asia and Oceania	696	3,614	17,903	8,771	16,565
Other countries	643	539	7,774	5,093	4,807
Totals	$83.393	$98,928	$605.252	$478.556	$399.923

England's Export Year Begins Badly.

After a long sustained upward movement the new year began inauspiciously for Great Britain's cycle export trade. During the month of January there were exported but 7,190 complete bicycles, valued at £30,642 as against 7,830 valued at £39,360 during the same month of last year. The shipments of parts, which long have constituted the bulk of the trade, offset some of the loss, as they attained a value of £86,467 as compared with £83,308, the total exports for the month thus amounting to the loss, as they attained a value of £86,£117,109. For January, 1908, the total was £122,668.

Whiting Handling Wagners in Colorado.

W. W. Whiting, Denver, Colo., has been appointed State agent for Wagner motorcycles. He also is handling bicycles. Whiting already has succeeded in interesting several of the fair sex in the Wagner ladies' model and has booked the order of one of them, Miss Louise Chapman. Her verdict will decide several other prospective sales. Colorado, incidentally, is one of the four States in which "votes for women" are actualities.

Weeber Building a Big New Store.

Emil Weeber, Albany, N. Y., who operating as the Weeber Cycle Works, has long conducted an establishment at 147 Central avenue, is erecting a new store and repair shop at Nos. 174-176 on the same avenue; the building will be ready for occupancy about May 1st. Like so many other cycle dealers, Weeber has added motorcycles to his stock, having obtained the Thor representation for Albany county.

"Hagie" Plans to Raise the Roof.

The "Hagie" Motorcycle Co., Allentown, Pa., which takes its name from E. A. Hagenbach, the founder and manager of the business, are making ready to add another story to their establishment at 145 North Sixth street. When the additional story is completed the repair department will be removed to the upper story and the ground floor will be utilized wholly for the purpose of an office and salesroom.

SHOWING HOW THE MOTOR WORKS

Remarkable Demonstration of Engine Action at the Boston Show—Processes Revealed by Colored Lights.

While it does not form a part of the motorcycle section and is not applied to a motorcycle engine, the Boston show is presenting an idea that may enhance future displays of motorcycles and that is at once the clearest and most graphic illustration of "what makes the wheels go 'round" that ever has been devised. It consists of an illumined working model shown on the second floor of the Exhibition Hall, in one corner of the Hoyt Electrical Instrument Co.'s booth and is designed for the purpose of illustrating the action of a two-cycle motor. Its ingenious representation not simply of the various steps in the two-cycle, but of the actual flow of the gas and alteration in its composition due to ignition, however, is such as to render it a useful means of studying the action of any motor.

Mounted on a flat board upon which a sectional drawing of the cylinder is pasted is a slide upon which the outline of the piston has been traced. Representations of a crank and connecting rod, drawn in proper proportion and arranged in the regular manner complete the essential features of the model, save only one, which is that the interior of the cylinder back of the piston, is represented by a ground glass plate, back of which colored lights are displayed. The crank shaft is made to revolve slowly, the piston and connecting rod acting in their usual manner, while at the proper time in the cycle a sectional spark plug in the cylinder head gives forth a bright blue spark and a natural buzz.

Following the emission of the spark at the plug, the cylinder interior is suffused with a deep red glow, which commences at the plug and radiates from it. As the piston descends it completely fills the cylinder and extends out through the open exhaust port which is uncovered by the piston. As the cylinder is emptied of the exhaust gas, the color is seen to change, following the supposed ejectment of the old and its replacement by the new gas until practically the entire cylinder is filled with white light and only a very small zone immediately surrounding the exhaust port shows the red tone. As the piston commences to rise, this also disappears, leaving the cylinder filled with the pure white mixture of combustible gas, which is compressed and fired as before.

Hansen Secures a Location.

H. P. Hansen, who recently embarked in the motorcycle trade in Chicago, has permanently located in 1732 North Clark street. He has the Merkel-Light agency for the State of Illinois.

BOSTON SHOW BRIGHT BUT BARREN

Earlier Exhibitions had Extracted All Novelty—More Motorcycles Staged Than Last Year, but Fewer Visitors.

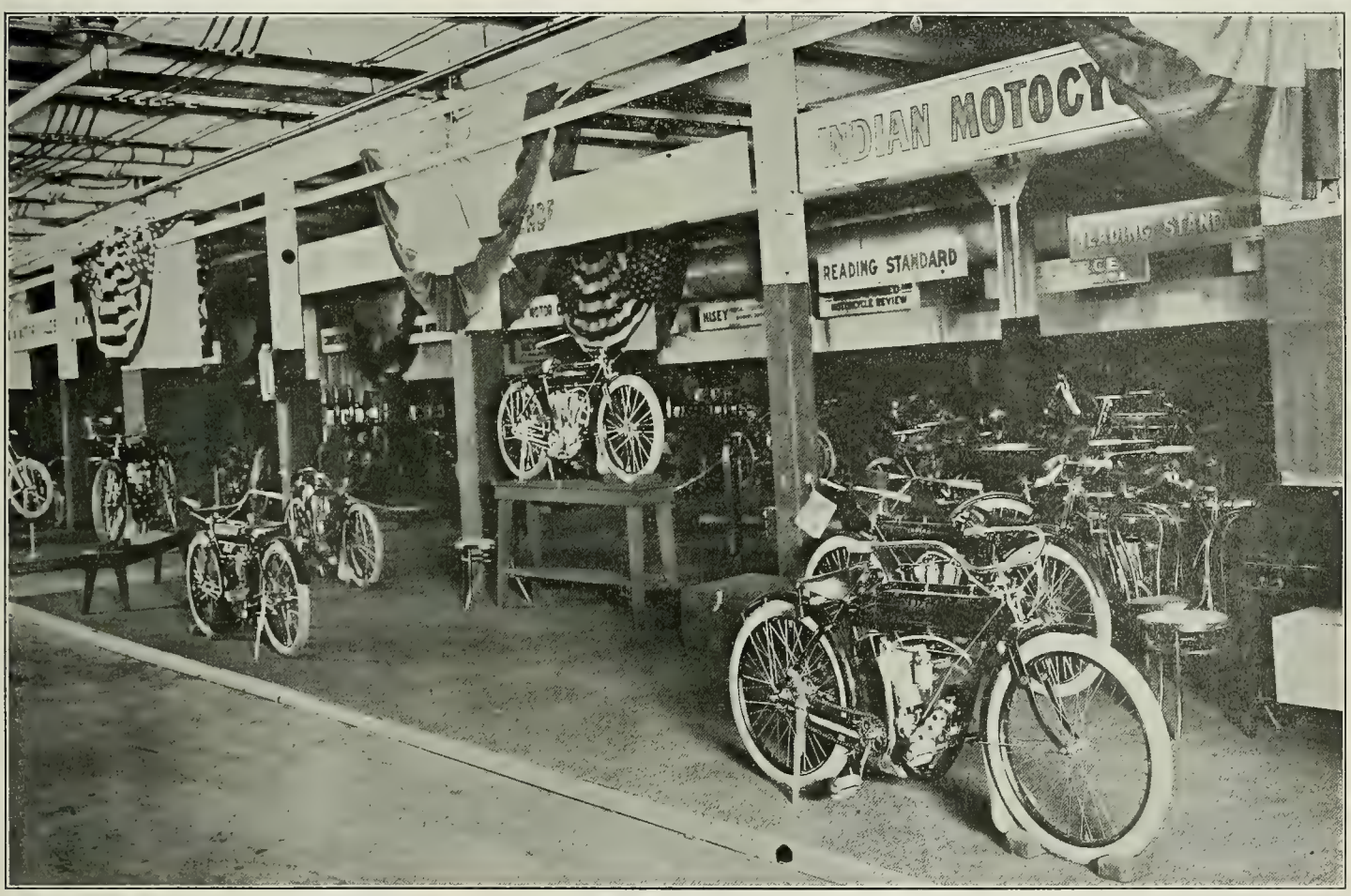
In one respect the motorcycle section of the Boston automobile show, which closes tonight, is an improvement on similar sections at the other shows: it affords an abundance of elbow room. All of the exhibitors occupy generous spaces and none is tucked up against the wall or attempts to squeeze four or five motorcycles into a booth that should contain not more than one.

The basement of Mechanics Building, in which the motorcycle exhibits are staged in Boston, is large and well lighted and the general "roominess" contributes to the good effect, but while the main halls overhead are elaborately decorated, in the basement red and yellow bunting wound around the posts, and an occasional festoon of flags or bunting, comprise the only evidence of embellishment. Basements, however, do not readily lend themselves to decorative effort.

In respect both to size and number of machines displayed the motorcycle section is much larger and therefore more impressive than any of the previous exhibits in Boston, but for some inexplicable reason and although a wide and centrally located stairway leads to the basement, fewer than usual of the Bostonese made the descent. There never was a time when it was in danger of being overcrowded, and it is not to be denied that there are some complains of poor business; on the other hand, there are those exhibitors who had no fault to find and Edward Buffum, of the Merkel-Light company, who never has missed a show, stated that even if the visitors to the section were fewer in number than last year, they constituted far better "prospects." Boston, so to speak, essentially is a "private owners' show," and while a number of agencies are closed, coming on the eve of the riding season, most of the sales negotiated are made to individual purchasers by the dealers from the adjacent territory, who, for the purpose, flock to the booths of the respective manufacturers whom they represent at home. While Missourians have received a good deal of credit for that sort of thing, it is the "Down Easters" who are the really close buyers and the ones who are most given to shrewd bargaining. Arthur Davidson, who came from Milwaukee with the first Harley-Davidson exhibit that ever had been staged in Boston, gathered some ripe experience that added to his stock of wisdom.

"My 'prize prospect,' is coming around again tomorrow," he remarked on Wednesday. "He does not conduct a store of any sort, but he wants to become our agent in his town, and he is willing to place a large order for one machine if we give him our agents' discount, which, of course, is awfully kind of him; but what makes him a real prize is that he has proposed that in consideration of a further allowance of $50 he will permit his townspeople to look at the machine and advise them to write to us for catalogs. I'm supposed to be thinking it over and if it isn't an offer worth thinking of, I don't know what is."

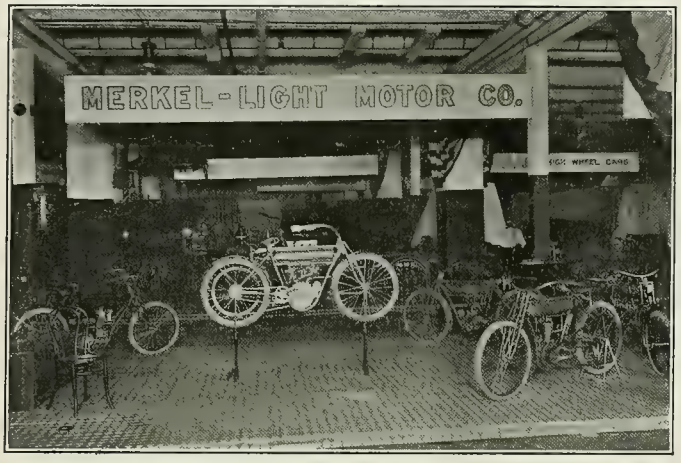
Motorcycle Day—Wednesday—when motorcyclists specially were admitted for 25 cents, although the usual admission fee of 50 cents had been doubled so far as the general public was concerned, brought a fair crowd to the motorcycle exhibits, but strange to say there appeared to be present as many if not more riders from out of town than from Boston itself. The surrounding towns in Massachusetts and Maine, New Hampshire and Rhode Island were well represented, a delegation of twelve coming from Keene, N. H., alone, although at the show in that city conducted the week previous by the Consolidated Motorcyclists, most of the motorcycles staged in Boston had been seen. The Keene men were an enthusiastic lot and agreed that their little show had done wonders for mo-

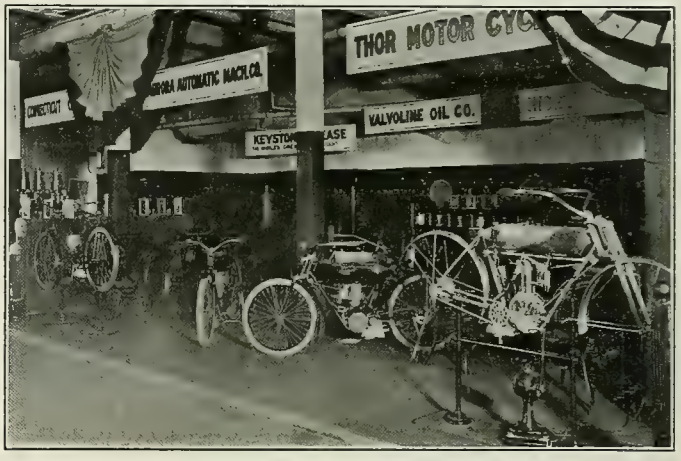


VIEW OF THE MOTORCYCLE SECTION IN THE BOSTON AUTOMOBILE SHOW

torcycling in Keene and the adjacent territory for miles around.

At last year's Boston show there were 40 motorcycles displayed; this year there are 73 in evidence, but for the first time all of them had been exhibited at either New York or Chicago and as a result the show practically is barren of novelty. In 1908 Boston held two exhibits which had not been shown elsewhere, and one manufacturer brought out a new model, and another had added several conspicuously new features, but except for the employment of a wide roller bearing engine pulley on the belt driven Thor, and a refinement of the back pedaling coaster band brake on the belted Indian, which permits of adjustment for wear, and also a little mechanical "touching up" on the Crouch, the Boston show





contains absolutely no novelty and nothing that was not seen and described in Bicyclig World's reports of the New York and Chicago shows. On the Crouch the improvements referred to comprise the use of New Departure annular ball bearings on the main shaft of the $200 model, the employment of heavier fly wheels, the adoption of an engine pulley that is threaded instead of keyed to the shaft, and also the fitting of a metal tool box with a hinged door as a part of the regular equipment. Since the New York show, the Crouch people have decided also to offer the options of V belts and magneto ignition.

The eye-catchers that were in evidence elsewhere are also in use in Boston—the Thor cut-away working model, the F. N. with its electrically lighted and working four-cylinder engine, and the full nickeled Pierce, Merkel and M-M—all are there, but some way or other they do not seem to catch many of the New England eyes.

The total number of exhibitors present is 16. The Curtiss exhibit did not arrive but the late staging of the Minneapolis two-speed model served to fill the void. The displays are made up as follows:

Hendee Mfg. Co., Springfield, Mass—Seven Indians: 4 singles, 3 twins.

Aurora Automatic Machinery Co., Aurora, Ill.—Six Thors: 4 singles, 2 twins.

Excelsior Supply Co., Chicago—Four Excelsiors, all singles.

Harley-Davidson Motor Co., Milwaukee, Wis.—Six Harley-Davidsons, all singles.

Pierce Cycle Co., Buffalo—Two Pierces, both fours.

N. S. U. Motor Co., New York—Six N. S. U.'s: 3 singles, 2 twins, 1 tri-car.

American Motor Co., Brockton, Mass.—Nine M-M's: 5 singles, 3 twins, 1 tri-car.

Merkel-Light Motor Co., Pottstown, Pa.—Three Merkels: 2 singles, 1 twin; 2 Lights, both singles.

Consolidated Mfg. Co., Toledo, Ohio—Two Yales, both singles.

Ovington Motor Co., New York—Three F. N.'s: 2 fours, 1 single.

Crouch Motor Co., Stoneham, Mass.—Four Crouches, all singles.

Reliance Motor Co., Owego, N. Y.—Five Reliances: 3 singles, 2 twins.

Maple Place Garage, Jamaica Plain, Mass.—One Minneapolis two-speed twin.

Reading Standard Co., Reading, Pa.—Nine R-S's: 4 singles, 2 twins, 1 tandem, 1 tri-car, 1 delivery carrier; also four pedal propelled bicycles.

New Era Gas Engine Co., Dayton, Ohio.—One single cylinder New Era motorcycle.

Walton Motor Co., Lynbrook, N. Y.—Three Midget Bi-cars: 2 singles, 1 twin.

Cycles at Buffalo Sportsmen's Show.

The Sportsmen's show which this week is occupying Convention Hall in Buffalo, N. Y., includes a number of bicycle and motorcycle exhibits. The Pierce Cycle Co. and the Auto-Bi Co., both Buffalo manufacturers, are showing their productions, of course, and among the others are the following: Poppenberg Co., Pope and Iver Johnson bicycles; Neal, Clark & Neal Co., Racycles and Indian and Excelsior motorcycles; Glouster Cycle Co., Thor motorcycles and Yankee Flyer bicycles; Haverford Cycle Co., Hudson bicycles and N. S. U. motorcycles, and American Motor Co., M-M motorcycles.

Old Tires as Bait to Sell New Ones.

A. J. Deninger, of Rochester, N. Y., who in the For Sale column of the Bicycling World last week advertised second-hand motorcycle casings at $1 each, and used inner tubes at 25 cents each, evidently is possessed of what may pass for or be politely described as peculiar shrewdness. As such second-hand goods rarely are advertised, when Deninger offered them at the ridiculous prices quoted, the Bicycling World caused immediate inquiry to be made, which resulted in confirming the suspicions created. He "was all out of" the second hand goods, he said, but he had some new American made tubes and casings which he offered at cut prices. Numerous dealers throughout the country appear to be stocked up with these same goods and a number of them, like Deninger, have attempted to "work them off" at cut prices through the medium of the low rate offered by the Bicycling World's For Sale column, which is not designed for such purposes. Deninger, like others, previously had tendered an ad. of the sort which had been rejected, and he then brought his "shrewdness" to bear. Deninger's "come on" advertisement has been thrown out of this paper and the balance which he had prepaid, has been returned to him.

Death of Inventor of the Steam Bicycle.

W. W. Austin, who generally is credited with the invention of the first self-propelled bicycle, died suddenly at his home in Winthrop, Mass., on Sunday last, 7th inst. He was 85 years of age. Austin's bicycle was produced in 1868. It was merely one of the wooden velocipedes or "boneshakers," as they came to be generally termed, which then were in vogue, to which Austin attached a small crude coal-burning steam engine which also employed a smokestack. The ungainly vehicle, which several times has been illustrated in the Bicycling World, is still preserved in the Winthrop Home. Austin claimed that in a race with a horse on Long Island, he once rode a mile in 53 seconds, but the authenticity of the timing well may be doubted.

France's Exports and Imports Increase.

For the year 1908 France's export of cycles and parts attained a value of 5,545,000 francs as against 5,340,000 francs, the increase, in round figures, amounting to $40,000. France's imports, however, increased in even greater measure—from 7,622,000 to 8,209,000 frames, or $117,000.

ADVANCED THEORIES ON MUFFLING

Tendency of Long Exhaust Pipe to Increase Power—Ideas Startlingly at Variance with Prevalent Beliefs.

It probably will surprise the average motorcyclist to learn that if, instead of removing mufflers and exhaust pipes in order to increase the power and speed of his motor when a speed trial is in view, he will detach the muffler only and retain a very long exhaust pipe of adequate size and free from sharp bends, the power will be increased by a very considerable amount. Paradoxical as this may appear, it is nevertheless a well recognized theory that the use of a long exhaust pipe so assists in the clearance of the waste gases from the cylinder as to tend to increase the power developed by the motor. That by so piping away the exhaust more power can be secured than by releasing it immediately to the air, is an idea which has come into existence within only a very short time. Incidentally it has led to some unsatisfied curiosity as whether this theory has had to do with the adoption by one well known American manufacturer of an unusually long muffler pipe on his 1909 motorcycles.

Because of the well known fact that the ordinary type of muffler absorbs a certain amount of power, it has commonly been considered that for racing purposes and wherever high speed was to be obtained or heavy loads handled, it was necessary to eliminate the device. Hence the muffler cutout on so many motorcycles and hence also, the very short, open exhaust pipes ordinarily employed on racing machines. Considerations based on recent tests, however, would seem to indicate that while mufflers as a rule do absorb a certain amount of power, by impeding the outflow of the exhaust gas from the engine and so preventing the cylinder from being perfectly cleared in season to admit a full, fresh charge, this effect is not shared by a long exhaust pipe. Quite to the contrary, it now is thought that a long pipe of suitable proportions may even serve substantially to increase the power by as much as 50 per cent.

It long has been claimed by certain experts that properly designed mufflers should increase the power rather than diminish it. But generally speaking it has been supposed that gains obtained in this way were based only on a comparison with performances obtained with mufflers of the old-fashioned sort in which the silencing effect was secured through robbing the gas of its energy as a result of checking its rate of flow by frictional contact with a series of baffle plates or small orifices. In the use of the long exhaust pipe, it was supposed that the mere friction of the gas against the walls of the pipe was sufficient to produce a similar result, and the common type of muffler was developed partly with the idea of counterfeiting the effect of a very long pipe within the limits of the small space available and the economy of weight necessary.

Recent experiments in various quarters have shown that a very important factor in the clearing of the cylinder is the inertia of the gas itself, or what amounts to the same thing, the momentum which it acquires as it leaves the exhaust port. Released at once to the atmosphere, this effect is lost. But if the gas is confined to an enclosed path in a long pipe, its flow continues even after the cylinder pressure has fallen to that of the outer air so that the equivalent of a suction effect is secured which may be applied to the evacuation of the ignition chamber with beneficial results. Indeed, in one instance of two-cycle engine design, this very idea has been carried out in such a degree that the suction produced in this way is made to induce the fresh charge of gas, and the employment of crank case compression is avoided.

In a paper read before the Institution of Mechanical Engineers of Great Britain not long since, Professor Hopkinson, of Cambridge University dwelt upon this effect at some length. In this connection he pointed out that the volume of fresh gas taken into the cylinder must be directly affected by the length of the exhaust pipe, and he quoted the results of various experiments in proof of the assertion.

"The charge volume is greatly influenced by the length of the exhaust pipes," he said. "In the tests on the Siddeley and Daimler engines which have been described, the engine exhausted through a short pipe into a box. The effect of the gaseous inertia is then comparatively slight at all speeds; at 930 revolutions per minute the pressure drops to atmosphere at about the middle of the exhaust stroke, and then rises again. If the exhaust pipe were considerably longer the pressure drop would be delayed, its amount increased, and the result might be to cause a partial vacuum in the clearance space. Since the clearance volume is one-third of the stroke volume, it is obvious that a great improvement in power can be effected by filling it with mixture. The Wolsley Co. informed me that they have tried experiments of this character, and that by making use both of long inlet pipes and long, separate exhaust pipes, they have increased the power of an engine as much as 50 per cent. at high speeds. The author believes that some early tests of his own on the Daimler engine, in which considerably higher mean pressures were realized than those obtained by Mr. Morse, are to be explained by a difference in the exhaust conditions. Mr. Morse, with a short exhaust pipe opening into a box, could only obtain 15 brake horsepower at a speed of 1,000 revolutions per minute, the petrol consumption being 0.16 pounds per minute, whereas in the earlier tests over 17 horsepower was recorded with a petrol consumption of 0.22 some of which was probably unburned."

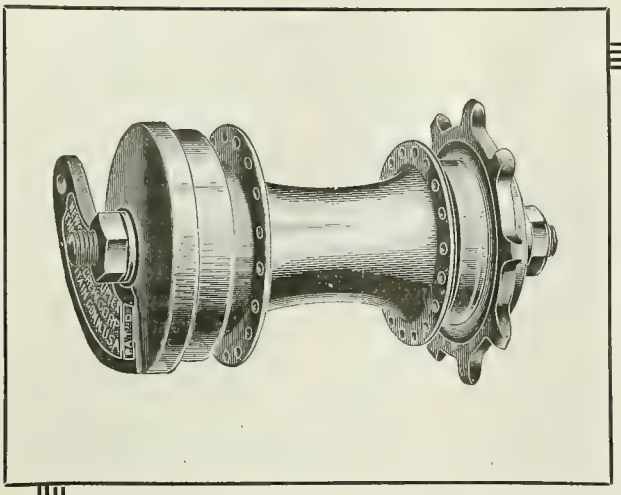
The point is, that the very rush of the exhaust gas when it is given a clear path in an enclosed conduit is so great as to tend to pull out of the cylinder more gas than would escape even with the outlet perfectly free to the atmosphere. Confined in an unimpeded passage it contracts due to cooling thereby lessening the resistance to the flow of any quantity remaining in the cylinder. In this way the effect is what might be obtained were a pump applied to the exhaust pipe and the waste gases literally pulled out of the cylinder. Only, as it is a very minute effect, its results are liable to be overlooked ordinarily. If the outlet pipe is too large, for example, the gases may not fill it completely so that their velocity will be decreased rapidly enough to cut down the inertia effect without accomplishing anything in the way of clearing the cylinder. If, on the other hand, the pipe is too small, the effect will be the same, practically speaking, as the friction of the gas against the walls will cut down its velocity. As the momentum of the gas, which is the real measure of its efficiency in this respect, is proportional to its mass and to the square of its velocity, it will be seen that it is the speed at which it is traveling which measures its capacity for effecting a scavenging of the cylinder.

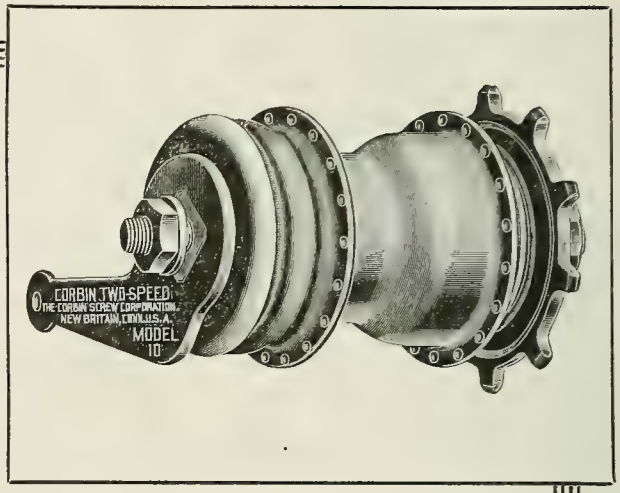
On this basis it is reasonable to suppose that even where the muffler is employed, some little advantage should result from the use of long exhaust pipes, while for racing purposes it is evident that the elimination of the muffler and the retention of a very long outlet pipe should serve to far better advantage than the entire elimination of the pipe.

The fact that where the long pipe is employed the contraction of the gases due to cooling robs them of their energy and so produces a real muffling effect also should be counted an advantage as also it involves the silencing of the exhaust as well. Widespread recognition of this principle should rapidly put an end to open exhausts on racing machines, and to the need of open mufflers as well.

Moderate Powers Increase French Trade.

"The French home trade in motorcycles is not so large as before, but it is still good enough to occupy the home industry," says a report from Paris. "The French export of motorcycles, on the other hand, has improved and the foreign sales have risen from 726,000 francs in 1907 to 1,198,000 francs in 1908, which increase amounts to about $90,000. The French are exporting many machines to the Colonies and the lighter patterns created in the last few years have brought them many clients. The heavy machine has been quite abandoned and instead of the 5 to 7 horsepower motors for bicycles we now find the comfortable and reasonable machines of 2 to 4 horsepower, which are quite sufficient for commercial purposes. The French motorcycle trade is delighted with the success of the latest methods."





Two Well Tested Truths

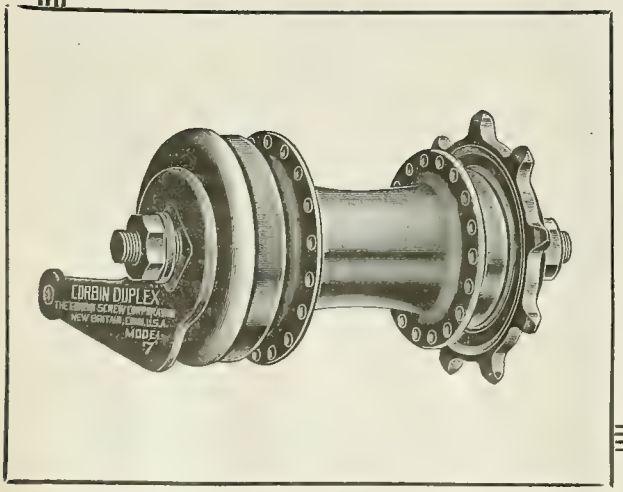
Any man who is in the bicycle business to make money and to retain his customers needs the Corbin coaster brake in his business.

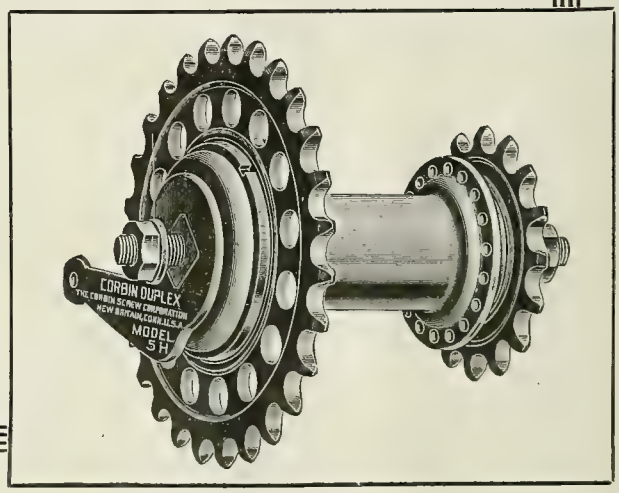
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THE BICYCLING WORLD and MOTORCYCLE REVIEW
FOUNDED 1877

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☞Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, MARCH 13, 1909.

To Win Back Former Cyclists.

Of the tens of thousands of men and women who with the approach of spring annually express a determination to "ride a bicycle again this year," a surprisingly large proportion couple to the remark a conditional "if I can find anyone to ride with."

It is the latter statement that should convey suggestion to the enterprising dealer. He should set about devising means of providing the desired companionship and in doing so he should bear in mind that most of those former cyclists who express a desire for companionship now are past the first flush of enthusiasm and that the club idea does not appeal to them.

Club runs or otherwise "traveling in large flocks" is not the sort of companionship they seek and comparatively few of them desire long rides or all day outings, all of which greatly should simplify the dealer's task. If he is able to orginize two or three select parties of four or five persons each, it will prove of better influence and more effect than a much mixed crowd of 15 or 20 riders. The dealer should have sufficient discrimination to extend invitations to and to bring together only those persons who are at least nearly social equals. There is no sense or propriety in asking the banker to become the companion of the shoemaker or the bootblack, nor unless it is ample and inviting is it good policy to have the outings start from the dealer's store; it is far better to name an attractive rendezvous.

It probably would prove the happiest idea did the dealer employ a polite and well dressed rider or two or three, to conduct such outings, say an early morning run on Sundays and another in the afternoon, and perhaps an occasional one during the afternoons or evenings of the other days of the week; a few short runs for ladies only also might be attempted. It will not require many gatherings of the sort to promote acquaintanceship and when this is done and the members of the several parties know each other and arrange their own outings the dealer's work will have been accomplished.

The plan is both simple and feasible and requires merely a display of tact and judgment, and if it is put into operation its effect is not unlikely to prove far reaching and rich in results for the cycling industry. It should serve not only to bring thousands of long unused bicycles out of cellars and attics but should be the means of selling hundreds of new ones.

It requires merely casual inquiry to discover that the lack of cycling companionship is all that deters thousands of former cyclists from carrying out the annual resolve to "ride again this year," and the providing of such companionship is a subject well worth the most serious consideration of all who are concerned with cycling; and the time to consider it and to put plans into execution is limited to the next three months. Thereafter the unfulfilled "resolution" rapidly dissolves for another year.

Official Organs and Their Effect.

In the career of nearly every organization of more than local pretentiousness there sooner or later arises a desire or a supposed demand for what popularly is styled an official organ and officers ambitious to do something or to "make a record," often are led to "see" the "demand" by publishers anxious to obtain a lever which they at least fancy will assist in prying open the advertisers' pocketbook.

A publisher of the sort whose frankness in admitting that he "needs the money" is not short of charming, has spread more or less broadcast the announcement that his fledgling publication has been appointed the official organ of the Federation of American Motorcyclists "by arrangement with the president," and that every member of the organization will receive his publication gratis for a year, which would be more interesting if it were true or possible. For we have it from the president of the F. A. M. himself that he not only has not appointed an official organ, but realizes that he has no authority to do so.

The particular publication which set out to be an automobile journal with a motorcycle annex, is so new that for obvious reasons it has not been even entered under the postal regulations and merely serves to point the way to a moral affecting official organs generally. On the part of a publisher the official organship serves merely to narrow the policy and utterances of his publication and thus to play unfair with its readers. It could not if it would, or without appearing treasonable, criticize the organization, whichever it might be, or any of its acts or officers. From the standpoint of an organization the designation of any paper as an official publication is in the nature of "playing favorites" and when that is done it not unnaturally loses interest for other and independent publications and alienates their whole-hearted support. It is far wiser to have a dozen supporters and mouthpieces than one only.

The offer of "free subscriptions to all members" is an utterly impossible one. No publication enjoying the newspaper privileges of the postal service dare enter into such an arrangement in good faith, as the postal authorities would ask no better evidence to assist in its squelching. Every person not familiar with the publishing business appears possessed of the idea that any publication at its pleasure can add anyone or everyone to its free list, unaware that the government regulations very narrowly restrict such lists and indeed even limit the number of sample copies which may be sent to an individual. It is a wise regulation born of ripe experience.

The Bicycling World can afford to speak thus plainly and to give such advice as nearly five years ago an annual meeting of the F. A. M. sought to select it as the official organ of the Federation as an expression of good will, which was declined in the same spirit for the specific reasons here stated and which were stated on that occasion. The Bicycling World did not "need the money" and had no desire to profit at the expense of the F. A. M., nor to restrict its future usefulness.

CORRESPONDENCE

Best Gears for the Hilly Country.

Editor of the Bicycling World:

What do you consider the best gear for a twin Indian used in a hilly country—I mean the number of teeth on rear sprocket; also is there any disadvantage in gearing low—say 40 teeth on rear sprocket—except lack of speed?

JOHN HAREN, Greenwich, N. Y.

[With a twin a gear of 5 to 1 (27-tooth sprocket) should be about right, but anything lower than 6 to 1 (31-tooth sprocket) is inadvisable. The lower gears cause the engine to operate at such a high rate of speed that they "beat its head off," to employ the vernacular, and generally induce the overheating that "burns up" the engine. When low gears are employed lubrication should be applied with even more than usual watchfulness.]

How to Brassplate Iron or Steel.

Editor of the Bicycling World:

Will you please let me know how to brassplate cast iron and steel, that is, what process is employed to make those metals look like brass?

L. E. SOLDAN, Gladwin, Mich.

[If you have only small parts to handle, they may be treated in the following manner: Make a solution of one-half ounce each of sulphate of copper and protochloride of tin. Drop the articles of iron or steel to be brassed into the solution and stir them until the desired color is obtained. Larger articles had better be turned over to a plater who has proper facilities for doing the work. With the aid of an electric battery it is possible to do plating of any sort, on a small scale, but the results are not apt to be satisfactory unless considerable pains are taken. Any good text-book on physics will give you directions for experimenting.]

Some Possible Causes of Misfiring.

Editor of the Bicycling World:

I have a 2¼ horsepower Thor motorcycle which up to the present has given me very little trouble, but it has now developed a case of misfiring that I am unable to overcome, and any assistance which you can give me will be appreciated.

The skipping occurs when running on a closed throttle and ranges from very irregular running to complete stoppage of the engine. Advancing or retarding the spark has no effect on it, but when the throttle is opened the missing disappears, and the machine runs regularly, and up to its former speed. I can start easily with the throttle closed, but after running a minute or so, the engine dies, unless more gas is admitted.

New batteries have been put in, the contact point cleaned and adjusted, the wiring examined and the plug cleaned. There is a good spark, and I am confident that the ignition system is O. K. The compression is good, the carburetter has been cleaned, and there is a good flow of gasolene; in fact, the carburetter has a tendency to flood. I recently took down the engine and cleaned the carbon off of the piston and ground in the exhaust valve, and since doing so the trouble has developed.

GARNER SMITH, Canton, Miss.

[The fuel level may be too low, and the tendency to flood suggests that the needle valve requires grinding or that the float is leaking or sticking, but the fact that full throttle is necessary rather counteracts that idea, and indicates the admission of an excess of air at some point. If you are sure that your air shutter is adjusted properly, better test the unions of the gas piping with a lather of soapsuds; as the trouble developed after taking down the engine, there is strong likelihood of a leak in one of the unions. It scarcely is probable that the inlet valve is weak else it would not operate at high speed without popping or skipping. A partly choked muffler is an ill that often calls for open throttle, but usually it is denoted by the quick heating of the engine and loss of power.]

To Assure Cleanness of the Fuel Tank.

When delivery is taken of a new machine a lot of annoyance will be saved if before putting the machine in commission, a pint of gasolene be poured into the tank, and the machine shaken vigorously and the gasolene drained off. The object of this procedure is to remove any sediment that may remain in the tank and which would tend to choke the feed line or the carburetter. While manufacturers take precautions to avoid such happenings before shipping their product several vexatious instances could be cited to show the wisdom of such a course. The same course of treatment may be prescribed for old machines which are being put in commission for the season.

For Repair of the Glass Window.

Whether the glass window in the motor base is to become a permanent fixture or is merely a passing fad remains to be seen but whether or no, its numerous appearance this year suggests another "spare" that should be carried in stock by dealers and in their tool kits by riders. While the glass used is thick and heavy it is not beyond breakage and an open hole in its base will immediately put an engine out of commission. A spare glass, however, is easily replaced and in an emergency a cork or a wooden plug may be made to do duty.

Taking Down the Multiple Cylinder.

When taking down a multiple cylinder engine care should be exercised to keep all the parts of each cylinder, such as pistons, rings and valves, separate from those of the other cylinders so that when the time comes for assembling the engine, parts of No. 1 cylinder will not be put in No. 2, 3, or 4, as the case may be. If the maker has not indicated their proper location by marking them, it is wise to mark them. Take the valves for instance: Despite the maker's statements to the contrary the exhaust valves will not always interchange and if one has at some time in the past been ground in more than the next one to it, it is hardly possible that it will fit that cylinder properly. In addition to the variation in the seatings there is apt to be a difference in the length of the stem which would be responsible for a loss of compression if the valve did not seat properly.

COMING EVENTS

March 17, New York City.—Home trainer races at 305 West Forty-first street; open.

March 21, Los Angeles, Cal.—Los Angeles Motorcycle Club's race meet at saucer track; open.

March 23-26, Daytona, Fla.—Florida East Coast Automobile Association's annual speed carnival, including bicycle and motorcycle events; open.

April 4, Valley Stream, N. Y.—International Cycle Association's 10 miles handicap road race; open.

April 25, Brooklyn, N. Y.—Eastern Division Century Road Club Association's annual spring century run; open.

May 9, Jersey City, N. J.—New Jersey Division C. R. C. of A's annual spring century run; open.

May 16, Brooklyn, N. Y.—Century Road Club of America's spring century run; open.

May 30, Plainfield, N. J.—Plainfield Cycling Club's 25 miles handicap road race; open.

June 8, Newport, Ind.—Danville (Ill.) Motorcycle Club's hill climbing contest; open.

Avoid Cramping the Bearings.

When adjusting the chains at the rear axle, care should be taken when tightening the axle nuts that the cone does not tighten up and cramp the bearings, causing the rear wheel to bind. In the case of a motorcycle driven by double chains the countershaft sprockets also should have a slight play on the bearing, as any cramping or binding at these two points in the transmission will eat up a very considerable amount of power that should be utilized in propelling the machine. In addition to the wear of the bearings, increased fuel consumption and overheating of the engine will result.

Fitting Spare Valve in Advance.

The spare exhaust valve which should have a place in every tool kit should be fitted to the engine before placing it in the kit so that a replacement on the road can be readily effected. It is much easier to fit the valve at home where the proper facilities are at hand, with plenty of time and a cold engine to work on than to perform the operation on the road where conditions are just the reverse.

JERSEY TAGS AT BARGAIN RATES

Novel Plan to Attract Non-Resident Motorcyclists to Endurance Run—Route Selected to Provide Good Tests.

"Bargain registration" is the magnet by which the New Jersey Motorcycle Club hopes to attract a large number of riders in its annual endurance contest, to be held on May 30 and 31. The discriminating New Jersey law exacts an "admission fee" of $2 per year for the privilege of entering the State and riding on the highways constructed at the expense of taxpayers and as a result motorcyclists from other States generally have given New Jersey a wide berth. The New Jersey organization, however, in order to attract riders who do not own New Jersey tags, will provide the necessary State license upon payment of the entry fee of $2.50 and $1 additional. This will enable riders from other States to compete in the contest and obtain a New Jersey license good for the year 1909 at half price.

The annual run will this year for the first time be an actual endurance contest as it will embrace a distance of about 310 miles. Heretofore the New Jersey Motorcycle Club has promoted double centuries which were styled endurance runs, but which, under the rules of the Federation of American Motorcyclists cannot be classed as such.

The rules have not been fully decided upon as yet, but the route has been chosen and it includes a variety of roads. The first day's run—about 180 miles—will be from Newark through Elizabeth, Metuchen, New Brunswick, Freehold, Long Branch, Asbury Park, Lakewood, Toms River, Forked River, Barnegat, Tuckerton and Absecon, and from there to Camden, via the White Horse pike. The overnight stop will be at Camden. Returning, the route will take the riders through Bordentown, Burlington, Trenton, Princeton, Somerville, German Valley, Hackettstown, Dover, Denville, Pine Brook, Verona and Montclair, finishing in Newark. The distance the second day is about 130 miles, and is over good roads, but it abounds in hills and picturesque scenery.

Gold medals will be awarded to all riders who complete the run with clean scores. The committee consists of R. B. Whitehead, chairman; George E. Post, Carl W. Bush, H. E. Coryell and Thayer McLaren. The last named is secretary and entry blanks may be secured by addressing him at 47 William street, Newark, N. J.

Buffington Completes His Appointments.

By designating the men for New Jersey and Pennsylvania, Vice-President Buffington, in charge of the F. A. M. Eastern District, has completed the appointment of state commissioners in his territory. In New Jersey, George E. Post, of Newark, and in Pennsylvania, John R. Ball, of Pottstown are the men who have accepted the commissionerships and who now will choose their State secretaries and local commissioners.

Motorcycles for Military Purposes.

After much negotiation between the German Cyclists' Association and the War office a scheme for the formation of a Volunteer Motorcyclists' Corps has been formulated. The military authorities conclude a contract with each rider, whereby the latter binds himself to yearly participate in a number of drills in the Motorcyclists' section which is to be constituted. In case of mobilization the motorcyclist must report at Berlin. As yet no special uniform has been decided upon.

In Austria the volunteer motorcyclists and automobilists together form the Volunteer Motor Corps, all members being subject to military law and under command of an officer nominated by the War Office. The motorcyclists are drafted in groups corresponding to the military districts, each group commanded by an officer appointed by the Commander-in-Chief. They must undergo three drills annually with a maximum of ten days for each, in four successive years. They receive about $1.25 per day for expenses.

Rhode Island Club Completes Organization.

The Rhode Island Motorcycle Club of Providence, the membership list of which has been open for some three months, has elected the following officers for the ensuing year: President, W. A. Suddard; vice-president, W. H. Parker; secretary-treasurer, W. L. Medhurst; captain, W. H. Earnshaw; first lieutenant, H. Wilkinson; second lieutenant, R. H. Baedeker. The club's membership fee includes membership in the F. A. M. also, the organization ranking as affiliated club No. 9.

Britons Adopt Cubic Capacity Limit.

In this year's Tourist trophy race promoted by the Autocycle Union of Great Britain, the motorcycles will be divided into two classes, but restricted according to cylinder capacity in cubic capacity, it having been decided to abandon the limitation of fuel. Two classes are provided—Class A, for singles up to 500 cubic centimeters (30.511 cubic inches), and Class B, for multis up to 750 cubic centimetres (45.827 cubic inches).

Patterson Heads F. A. M. Legal Committee.

Dwight Patterson has been appointed chairman of the F. A. M. National Committee on Legal Action. Patterson, who is a New York lawyer, is president of the New York Motorcycle Club.

Colorado Motorcyclists Form a Club.

The Pueblo (Colo.) Motorcycle Club has been organized with 16 charter members. Roscoe L. Atterberry was elected president, and Clyde Waters, secretary-treasurer.

PROGRAM FOR LOS ANGELES MEET

Big Events for Opening of First Exclusive Motorcycle Track—Card Includes Contests for Bicycle Riders.

With clear weather prevailing, tomorrow (Sunday) will mark the opening at Los Angeles, Cal., of the first exclusive motorcycle track ever constructed. Seven events will raise the curtain—three for professionals, three for amateurs and one amateur bicycle race. On the following Sunday, 21st inst., the Los Angeles Motorcycle Club will hold its first race meet of the season on the saucer.

The Los Angeles motorcycle track measures 3½ laps to the mile and is located at Sixty-third and Main streets, near the old Ascot Park race track.

If the marvelous times reported in training are accurate it is likely that all world's records for the distances will be wiped from the slate tomorrow afternoon. All the riders are said to have covered miles in less than 55 seconds, while Arthur Mitchel, on the big N. S. U. is said to have turned several laps at the astounding rate of 47 seconds per mile. According to a telegram received yesterday from Salt Lake City, Theodore M. Samuelson, well known as a pacemaker, and his brother, W. E. Samuelson, the pace follower, have left that city for Los Angeles. Theodore Samuelson will ride an N. S. U. machine in the professional events, it is stated, while his brother intends to follow pace. Derosier will ride the Indian in the professional races and Derkum also will make his reappearance in competition. Benjamin Bresee probably will ride a 7 horsepower Thor.

It is expected that the professional races will be exciting for the reason that some ill feeling seems to have developed between the riders. According to the Los Angeles papers Derosier is mad because the newspapers have not made him a headliner and they say he refuses to associate with or speak to his fellow riders, also that he sought membership in the local club, which was refused him, although previously Jack Prince had been admitted.

The professional events on the card tomorrow are a five miles scratch, three miles handicap and two miles consolation. The events for "simon pures" consists of a three miles scratch, five miles handicap and one mile consolation. The amateur bicycle race will be a two miles handicap.

W. L. Pickering holds a franchise from the National Cycling Association to conduct bicycle races in Los Angeles, but Prince has secured his permission to hold amateur and professional sprint and paced events until Pickering's track at Fiesta Park is completed. The work of construction already is under way and it is stated that the first program of bicycle and motorcycle events will be held on the new five lap

saucer, Sunday, April 26, the last day of a nine days' athletic carnival that will mark the inauguration of the athletic stadium. Pickering will hold two meets a week with a $300 purse at each meet. So far he has signed Hoffman, Burris, West Agraz, Furman and Achorn and is making negotiations with Lawson, Downing, Crebs and Wilcox.

Just what amateurs will compete on Prince's board saucer tomorrow is not apparent at this time. Fred Huyck, of Chicago, who, according to the Los Angeles Times "traveled 3,000 miles to ride for glory against the local amateurs," will be mounted on an Indian as will Knappe. Graves will ride an N. S. U. and Seymour an R-S. The Thor and Merkel also will be represented, it is claimed, although the riders have not been selected.

Australian Sport at Lowest Ebb.

"So far as bicycle racing is concerned, this is the worst season remembered in the history of the sport," writes an Australian who formerly was prominently identified with the sport in the antipodes. "As has been previously shown, the management of the racing is in utterly incapable hands, and the number of active riders has dwindled to about one-quarter of what it was a few years ago. Since the 'rebellion' of the riders against the Saucer Track Co., which virtually is the League, racing seems to have been in bad odor. At the first meeting advertised to take place on the saucer—after a break of about six weeks—there was not sufficient support from the riders, only six entries being made, and the meeting had perforce to be abandoned. One meeting since has been held, when about 20 nominations were received, but the attendance was very poor. The second meeting, to have taken place a week ago, has to be postponed on account of inclement weather. Two other programs have been issued to be submitted within the next week, but owing to the lack of any talent the racing cannot be very entertaining.

Schwab Plans Return to America.

Oscar Schwab, an American who has been riding successfully abroad for several years, will return to America next winter, according to a postal received from him yesterday. Schwab's recent good riding has been the means of filling his calendar for this season, as is made evident by the following:

"My first journey will be to Spain, the land of tumbledown castles and romances," writes "le bon Oscar." "I ride behind pace at Barcelona March 21, 28 and April 4. April 11 and 12 will see me in Cologne, Germany, where my training quarters are established. Have signed to ride at Dusseldorf April 18 and at Breslau June 13. Further than that my itinerary is not apparent, but the season probably will be spent in America and I expect to mingle with the 'good old boys' of New York next winter."

MORE ATTACKS ON FATHER TIME

Walthour to Vie with Fogler in Attempts at Record Breaking—Other Riders Facing Toward Daytona.

Joe Fogler will not be the only bicycle rider who will attempt to break the long-standing world's record of 57⅘ seconds for the straightaway mile at the seventh annual speed carnival to be held on the beach at Daytona, Fla., Tuesday, Wednesday, Thursday and Friday, March, 23, 24, 25 and 26. There are others also who have similar designs.

In last week's Bicycling World it was announced that Fogler had made arrangements with Ralph De Palma, the noted automobile driver, to furnish him pace behind a 70 h. p. racing automobile in an attempt to break the record made by Charles M. Murphy, in 1899, behind a railroad train on Long Island. When the Bicycling World reached Atlanta, Ga., it produced about the same kind of commotion that would result if one waved a scarlet cloth in front of an infuriated bull. Robert J. Walthour, who considers himself somewhat of a pace-follower, having won the world's championship twice, said that if Fogler can break the record he can beat Fogler, and the blonde Southerner immediately wired his entry to W. J. Morgan, who is collecting the entries. Walthour also wired the entries of Gus Lawson and Charles Turville for the professional motorcycle speed trials, and Elmer J. Collins for the professional bicycle races.

If Walthour and Collins and their pace followers go to Florida week after next it is certain that all the other bicycle riders now at Atlanta also will be on hand, according to a letter received from one of them this week. The riders are under contract to Walthour to ride at Atlanta until April 1st, but if Walthour goes they all can go. The professional riders now there include Bardgett, Root, Mitten, Williams, Cameron, Senhouse, Walker, Wiley and Collins. Fogler is authority for the statement that National Champion Frank L. Kramer is to be a competitor in some of the sprint events on the program.

It was given out at Morgan's office yesterday that Walter Goerke and A. G. Chapple of New York City and Robert Stubbs, of Birmingham, Ala., who will ride Indians, and Eugene Gaestel, N. S. U., have been formally entered for all the amateur motorcycle races. Fred Hill, the Boston bicycle rider, has entered an N. S. U. in the professional motorcycle events and will compete in the bicycle races as well. It also was stated that two or three Curtiss motorcycles have been promised, but that the riders have not been named.

The program of bicycle and motorcycle events is a lengthy one, as detailed in last week's Bicycling World, and includes both a 100 miles motorcycle "marathon" and one hour record race at distances of one kilometer, 1, 5 and 10 miles. The professional motorcycle events have not been arranged as yet.

There are eight professional bicycle races, for which have been set aside $1,000 in prize money, and these include mile time trials behind motorcycle and automobile pace. Two amateur bicycle races—one-half and one-quarter mile—also are on the program but no entries have as yet been received for them, however.

St. Louis Club Reports Growth.

That the St. Louis Cycling Club, which is one of the few bicycle organizations that does things in the right way, has flourished during the last year was shown in the reports of the retiring officers at the annual meeting held in St. Louis, Friday night, 5th inst. In fact, the growth of the club in the last year has been such that a committee will be appointed to revise the constitution and by-laws to permit of more officers.

After the rendering of the annual reports the following officers were elected for the ensuing year: President, R. M. B. Tidd; vice-president, Gus Loeffel; secretary-treasurer, Charles L. Barr; captain, L. C. Davis.

Retiring Captain A. J. Schmidt's report of the work in his department, was most interesting, to say the least. In all 32 regularly called club runs were held during the year, and in several of them the attendance reached more than 50 riders. Several two days' tours were an enjoyable feature. During the year the club established fifteen dinner stations for use on its club runs and individual trips, but its most important efforts have been in agitating the good roads movement; recently it was complimented by the State Highway Engineer Hill, as being the most active good roads organization in Missouri.

Salt Palace Track to be Resurfaced.

Frank L. Gardner, whose re-election as N. C. A. representative at Salt Lake City was held up simply because the owners of the Salt Palace track requested it, has won the point for which he so respectfully contended and which was cause of the objections to him.

The work of resurfacing the saucer will be started on Monday by Manager Harry Heagren. Because of the early opening of other tracks the Salt Lake season probably will be advanced one month, opening on May 1st instead of May 30, the former opening day.

Hodroyd a Boniface at Daytona.

Alec Hodroyd, who came to this country to help introduce the pneumatic tire and who until recently was connected with the Hartford Rubber Works, now is conducting the Prince George Hotel at Daytona, Fla. It goes almost without saying that he is much interested in the bicycle and motorcycle contest which will form a part of the speed carnival which occurs on the Daytona beach March 23-26.

INDIANAPOLIS FILES APPLICATION

Hoosier City Makes Formal Bid for F. A. M. Meet—No Opposition Likely—Blazing Routes for Runs.

In view of the fact that the Indiana Motorcycle Club has been the only one to apply for the annual meet of the Federation of American Motorcyclists, President E. L. Ovington has announced that April 1st will be the latest date that applications will be considered. As there do not seem to be any other bidders for the annual meet it is likely that Indianapolis will get it without a struggle.



FISHER AND ALOFSIN STARTING ON PATHFINDING EXPEDITION

Just what date will be selected is not apparent, but if Indiana gets the meet, and the indications are that it will, the meet probably will be held between July 15 and July 25. The matter of dates and arrangements was discussed at the last meeting of the petitioning club and an announcement also was made that the endurance run probably will be between Buffalo and Indianapolis, extending over three days. The annual economy test, it was stated, will be held over the new motordrome, which is expected to be completed before the meet, as will the national F. A. M. championships and other races.

The Indiana Motorcycle Club has become incorporated and President Wyatt states that approximately $1,500 has been pledged to support the meet, in the event of its being held in the Indiana city.

The Chicago Motorcycle Club has let it be known that it will lend its assistance to the Indiana Motorcycle Club and will send a large crowd of Windy City enthusiasts. John T. Fisher and I. F. Alofsin last week blazed four trails from Chicago to Indianapolis, these routes to be used for organized tours from various points in the western district into Indianapolis. It is expected that runs from Milwaukee and Minneapolis also will be organized.

Pathfinders Alofsin and Fisher spent two days on the roads between Chicago and Indianapolis and kept together as far as Valparaiso, going via Hobart. At Valparaiso Fisher went south toward Plymouth, by way of Wanatah and Hamlet. With the exception of some marsh land the going was found practicable for motorcycles. From Plymouth Fisher rode north toward South Bend and then back toward Valparaiso, via New Carlisle, Michigan City and Westville. He returned to Chicago through Crown Point and South Chicago.

While Fisher was exploring these two roads Alofsin hit the trail to La Porte and from that place took a short cut to Plymouth, via Walkerton. The roads were found to be in good condition and cut about 30 miles from the old routes. From Plymouth Alofsin went to Kokomo and from there to Sharpsville, Tipton and Noblesville, finally arriving in Indianapolis. All the roads were found in much better condition than was expected.

Where Motorcycles Will Replace Cars.

After a year's experience the St. Louis Police Department has had quite enough of automobiles. Hereafter motorcycles will be used exclusively in bringing scorchers to justice, the police automobiles having been ordered sold.

MOTORCYCLE DAY AT BOSTON SHOW

Evening Entertainment Marred by Misplaced Features—But Some Wholesome Ideas Were Hammered Home.

The motorcyclists' talkfest which was designed to prove a feature of "motorcycle day" at the Boston show occurred on Wednesday evening last as scheduled, but did not prove all that fancy had pictured. It occurred in Paul Revere Hall in Mechanics Building, in which moving pictures constitute a free and more or less continuous performance. Due to some misunderstanding the public was admitted to the hall while the motorcyclists' program was being carried out and as the public had come to see pictures and not to listen to talk in which it had no interest, it did not hesitate to show its impatience and interrupt the proceedings. The chief guest of the evening, J. H. Manning, a member of the Massachusetts Highway Commission, evidently had been given the wrong cue and consumed most of the time with an almost endless display of pictures of road in all stages of disrepute and improvement, of rock crushers, sprinkling carts, etc., all of which he explained in a singsong tone. He was several times interrupted so vigorously that it was necessary to suppress the disturbers.

W. F. Mann, president of the Commonwealth Motorcycle Club and F. A. M. State Commissioner, acted as chairman of the evening and introduced as the first speaker E. L. Buffington, vice-president of the Providence Motorcycle Club. Buffington talked of motorcycle affairs in general and suggested that with more time and preparation a "motorcycle evening" of the sort might be made a notable occasion during next year's show.

Francis Hurtubis, Jr., who has acted as the F. A. M. counsellor in the proceedings before the Massachusetts legislature designed to lighten the motorcyclists' burden, detailed the efforts made by himself and Commissioner Mann and said that while the relief in prospect might not be all that is desired a half loaf was better than no bread. He himself doubted that it was fair or legal to class motorcycles with automobiles, or to exact the fees that are now imposed, but he urged on his hearers the value of organization and organized effort which promised the best avenue for relief. Mr. Hurtubis also suggested that as a Massachusetts highway commissioner was present it would be well to endeavor to pin him down to an expression of opinion.

But when introduced, Mr. Manning, who is elderly, refused to be pinned. He said he was merely acting as a substitute for another commissioner, who was unable to be present, but remarked that if he were younger he himself might be tempted to ride a motorcycle. He suggested that "the club"—he seemed possessed of the idea that

the F. A. M. is a club—should discipline members for a first violation of the law and expel them for a second offense and thereby merit the good opinion of the public. Then the pictures of roads and road rollers, etc., were thrown on the screen in such a long succession that everyone grew tired and disturbances developed. When Mr. Manning finished, the pictures were declared at an end and the public retired, leaving about 150 interested motorcyclists in the hall. The ensuing quiet gave E. L. Ovington, president of the F. A. M., an opportunity to deliver a strong address on the work of the F. A. M. and on the evils and bad influences of the open muffler and untidy dress. He spoke plainly and to good purpose.

R. G. Betts, former president of the F. A. M., followed Ovington, and said ditto to all the opinions that the latter had voiced and then launched into a condemnation of the law that compels any class of citizens to pay for the right to use the public roads, and to carry a label, and permits the citizens comprising the class to be held up at the will of any police officer and ordered to produce the paid-for ticket giving him such right. Betts declared that such practices were contrary to American ideas of liberty and smacked rather of Russian persecutions, but he added, that if tags and fees and holdups really serve good purposes, they should be applied alike to all road users and not merely to a selected few, for it hurts as much to be injured by one vehicle as by another and they all do damage to the roads. He avowed that free roads and equal rights are worth fighting for and suggested that if the Massachusetts motorists will but get together at some election and "lick" a few political candidates the legislature then probably will begin to awaken to the real truth of the situation. W. W. Scott, secretary of the Providence Motorcycle Club, also spoke and outlined some of the plans for activity that are in process of evolution.

Chairman Mann closed the proceedings with a strong appeal to those present to join hands with the F. A. M. and further the good work in view. He said that the present occasion was the third on which the F. A. M. had endeavored to obtain relief for the motorcyclists of Massachusetts, and yet, despite the time and money and effort spent in their behalf they had generally speaking, remained strangely indifferent or insensible to the hand that sought to help them. Mann declared that the membership in the State was far short of what it should be and that it was time the riders awakened to a sense of their duty, as with proper support the F. A. M. could do as much for them as the L. A. W. had done for cyclists.

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

MITTEN CAPTURES TWO EVENTS

Little Iowan Rides Well at Atlanta—Walthour Defeats Collins—Bardgett and the Williams-Wiley Team Win.

Worthington Longfellow Mitten, who, despite his heavyweight name is small in stature, made his Iowa folks pleased by winning two open events at the St. Nicholas Velodrome, Atlanta, Ga., on Saturday night last, 6th inst., Bardgett scoring in the half mile scratch. Mitten rode two good races and in consequence the wires between Atlanta and Davenport, Iowa, where Mitten lives sometimes, were kept sizzling following the meet. Fortunately for the peace of the promoters they had some sprint races as the race between Walthour and Collins was about as tedious as it would be to listen to a two hours discourse by some backwoods preacher. After many delays and stops Walthour was adjudged the victor in two heats.

Mitten's well-timed sprints brought home the bacon each time and the little Iowan was cheered enthusiastically by the large crowd present. In the two miles scratch Mitten pulled the cork out of his sprinting bottle at one lap to go and he certainly burned up the boards as he headed for the tape and first money. Cameron finished second, Mackay was third and Bardgett fourth. In the mile event which Mitten also won Mackay was second, Bardgett third and Cameron fourth.

The half mile scratch was won cleverly by Walter A. Bardgett, of Buffalo. Cameron tried hard to land the money, but his sprint was not fast enough to worry Bardgett. Mackay scored another third and Mitten finished for fourth money.

One of the features of the evening was a team pursuit race between Saxon Williams and George Wiley on one side, and Gordon Walker and Fred Senhouse on the other side. When Wiley appeared on the track he got a great hand from the "fans," as he was swathed in bandages covering injuries received Tuesday night. Wiley made the going for Williams for a little over a mile, when the latter made a bolt for the Walker-Senhouse team and passed them after riding 1 mile 6 laps.

The first heat of the Walthour-Collins match was for three miles and this was run without any delay, the first-named winning by 60 yards in 4.52. In the second heat—at 5 miles—Walthour's pacing machine went bad at 2½ miles, and the race was stopped. After the restart the race was finished, Walthour winning in 8:05. A ten miles heat also was scheduled, but finally had to be called off because of the blowing up of a tire on Walthour's machine, ridden by Gus Lawson. The summaries:

Two miles scratch, professional—Won by W. L. Mitten, Davenport, Iowa; second, G. G. Cameron, New York City; third, Dave Mackay, Newark, N. J.; fourth, W. A. Bardgett, Buffalo. Time, 5:05.

One mile scratch, professional—Won by W. L. Mitten, Davenport; second, Dave Mackay, Newark; third, W. A. Bardgett, Buffalo; fourth, G. G. Cameron, New York City. Time, 2:32.

One-half mile scratch, professional—Won by W. A. Bardgett, Buffalo; second, G. G. Cameron, New York City; third, Dave Mackay, Newark; fourth, W. L. Mitten, Davenport. Time, 0:59⅗.

Unlimited team pursuit, professional—Won by Williams and Wiley; second, Senhouse and Walker. Distance, 1½ miles. Time, 3:09.

Motor paced match, professional—First heat (3 miles) won by R. J. Walthour, Atlanta; second, E. J. Collins, Lynn, Mass. Time, 4:52. Second heat (5 miles), won by Walthour; second, Collins. Time, 8:05. Third heat (10 miles) called off.

Accident Mars Berlin's Curtain Raiser.

The track at the Zoological Gardens in Berlin, upon which will be started on Monday next the first international six days race ever held in Europe, was inaugurated on February 28th under unpleasant circumstances.

The saucer track, which measures 150 metres, or approximately 11 laps to the mile, is constructed very much upon the plans of the Madison Square Garden ten lap saucer, although it does not appear to be banked so highly. At any rate, the track is smaller than any upon which a majority of the European riders have ever competed and this fact may have been responsible for the accidents which marked the curtain raising on February 28th.

The most distressing accident occurred to Carapezzi, the crack Italian sprinter, who had signed to ride in the six days race with his brother. In the opening sprint race Carapezzi ran wide on one of the turns and crashed into the balustrade. He was removed to the hospital suffering from concussion of the brain and a fracture of the thigh. He regained consciousness after a few hours and is said to be out of danger, although it is feared that he will not be able to race again this season. The race was won by Stabe, with Kudela second, Arend third, and Hoffman fourth. Stabe also won the course des primes.

The other principal event was a three heat motor paced race between Stellbrink, Jaquelin, Robl and Theile. Jacquelin fell in the 12th lap of his heat against Theile and although badly bruised it is thought that he will be able to compete in the six days race. Theile won the final heat against Stellbrink, by a few yards.

Tacoma Douses Glims but Retains Bells.

Hereafter bicyclists in Tacoma, Wash., will not be required to carry lights after dark. The ordinance was so amended at the last meeting of the city council. Bells, however, still will be required and a tax of 50 cents annually will be levied on riders.

CLARKE OUTGENERALS POULAIN

He Loses a Heat and Then Trounces the Pride of Paris—Macfarland Loses to Berthet and Brocco.

"Rocket" Clarke won his fourth successive and most brilliant victory and proved beyond the shadow of a doubt that he is the fastest American that has set foot on foreign shores in recent years, at the Velodrome d'Hiver, Paris, Sunday, February 28th, when he conquered Gabriel Poulain, former world's champion, in two of three heats, the French crack taking the first.

Clarke's victories over Dupre, Vanden Born and all the other cracks now riding in Paris have set the Parisian "fans" on edge. They hated to see Vanden Born, who is very popular, defeated by the speedy little former Australian, who has adopted Uncle Sam as his guardian, but when Clarke walloped the "bon Dupre" Paris was astonished. There was only one way to put a stop to Clarke's successes and that was to match him against Gabriel Poulain, former champion of France and of the world, and generally recognized as the craftiest tactician and most marvelous sprinter in all Europe. And now Paris weeps! Poulain was defeated—decisively so!

The distance of the first heat was 1,000 meters and Clarke assumed the lead, riding slowly. He still held that position at the bell, but began to unwind, followed by Poulain, who watched his every movement like a bird of prey. At 200 meters there was a sudden flash of black and Poulain was seen in front. Clarke made a good effort to go after him but saw that it was no use and slowed, the former world's champion winning by two lengths. The last eighth mile was covered in 12 seconds, the fastest time made for the distance this year, and which is at the rate of a mile in 1:36.

In the second heat, which was at twice the distance, Clarke forced Poulain to take the lead, and the latter nosed the way for two laps. Poulain then ran high on the bank and, stopping his bicycle, forced Clarke to the front. The little "rocket" did not mind and he began to draw Poulain out and at the bell was traveling so fast that the Frenchman did not have a chance to spring a jump. The battle for the last lap was superb, a neck and neck contest all the way, and Clarke was returned the victor by about six inches.

It was quite natural that the crowd should vent its enthusiasm when the two riders lined up for the last heat, at 1,000 meters. Poulain was the favorite, of course, but there were a lot of Clarke supporters, although they were inclined to think the Frenchman would triumph. The betting odds were all in favor of Poulain. In the final heat Clarke followed the same tactics that he had employed so successfully in the second heat and went so fast that Poulain had some difficulty in hanging on. At the tape Clarke led by one length and after the applause had died down was forced to execute a tour d'honneur.

Macfarland met Berthet and Brocco in three heats of a tandem paced match, but finished third, by the classification of points. The first heat was at 5 kilometers and was not interesting until three laps from the finish when Macfarland went to the front. His pacemakers were not fast enough, however, for the lanky American, and Brocco and Berthet passed, the last-named winning by 20 yards. Macfarland was 10 yards behind Brocco.

Had Macfarland not run against the rear tire of his tandem in the second heat, he might have won. As a result the effort to keep from falling lost him about 40 yards when he was about to pass Berthet and Brocco. The Frenchman won by 200 meters, with Brocco some distance behind Macfarland. The time for the 15 kilometers was 17:45⅗.

Brocco defeated Macfarland by a little more than 100 yards in the final heat—20 kilometers—after leading all the way from 10 kilometers. The feature of the heat was the fight between Berthet and Macfarland for second place, the American winning this consideration. By the classification by points Berthet won with 5 points, Brocco was second with 6 points and Macfarland third with 7 points.

Big Matches for Americans at Paris.

Thorwald Ellegaard, many times champion of the world, has issued a challenge to A. J. Clarke ,and the latter has accepted. The match probably will be held at the opening of the Velodrome Buffalo, Paris, next Sunday. Clarke's last race at the winter track will be a three heat return match against Dupre and Vanden Born, whom he defeated at their last meeting. A motor paced team race between Butler and Moran, for America, and Guignard and Parent, representing France, also is scheduled.

Vanden Dries Captures Armory Race.

William Vanden Dries, riding from scratch, won the two miles handicap bicycle race at the games of the United Spanish War Veterans', held in the Twenty-second Regiment armory, New York City, Saturday night last, 6th inst. Charles Nerent and F. Mohrman were among those to qualify, but the final heat was started without them as they were not at the tape. Vanden Dries covered the distance in 5:09⅗. W. Schemeyer, from 180 yards, finished second, and J. Cox, also on that mark, was third.

Rain Postpones Races at Atlanta.

Because of the rain which almost inundated Atlanta, Ga., on Tuesday last, 16th inst., the bicycle meet scheduled for that evening was called off. The next meet will have a paced race between Walthour and Wiley as the feature, the former conceding the Syracusan 1½ laps in each heat.

SALTONSTALL CUP MAY RETURN

Struggle for Permanent Possession of the Trophy to Start Anew—All countries on an Equal Footing.

America will have a chance to win the Saltonstall Trothy, which is held by the country scoring the largest number of points at the annual world's championship meeting.

At the annual meeting of the Union Cycliste Internationale, which has the custody of the trophy, M. Victor Breyer, representing the National Cycling Association, introduced a resolution changing the rules governing the trophy so that the country winning it the most times until 1913 should become the permanent possessor.

The first reports of the meeting made it appear that the country which had won it the most times until 1913 should become the permanent possessor, which virtually would have meant giving it to France, as that country has won it three times, but it develops that such was not the nature of the change in rules. The country winning it the most times from 1909 until 1913, including the championships of both these years, will become the permanent owner of the handsome trophy which cost its American donor $1,000.

At the same meeting of the Union Cycliste Internationale, it will be remembered the Deutscher Radfahrer Bund, a German amateur association, was elected a member of the international body with two votes, and chosen to represent the sport in Austria. This was done to settle the squabbles between two associations in Germany, and because Austria was not represented.

The action has caused a protest from the Osterriechische Radsport Ausschuss, an association which has 6,000 members, and also from leading Austrian newspapers. This association claims to control the sport in Austria and thinks that the Union Cycliste Internationale had no right in appointing a German association to look after the sport in Austria. The Austrian Association has made formal application for membership in the U. C. I., and doubtless will be admitted at the next meeting, which is to occur in July in Copenhagen. The action of the Union Cycliste Internationale at least had the effect of making Austria, which hitherto had not been represented, awake to the advantages of international alliance.

Guignard Wins a Record Breaking Race.

After touring in Egypt all winter, Paul Guignard made his debut in a match against Parent, who has been defeated many times by Nat Butler, the crack American. Parent defeated Guignard by eight laps in 50 kilometers, but he had to break the record to do it. The distance was covered in 36 minutes 20 seconds, which is 18 seconds faster than Butler's former record.

BOUND BY LETTER OF THE LAW

Inconvenient Rule of the Road Sustained by British Courts—But Chief Justice Admits Its Lack of Sense.

A decision of great importance not only to bicyclists and motorcyclists, but to all users of the roads in Great Britain, and one which may be the means of starting a discussion that may eventually result in an alteration of the anomalous state of affairs which now exists in regard to the rule of the road in relation to the tramway has been given in the Divisional Court, Kings Bench, in an appeal by a Bradford man for overtaking and passing a tramcar on its near, or left side. Needless to state, in Great Britain the rule of the road is exactly opposite to that in the remainder of Europe and in America.

According to Great Britain's reversed law to common sense a vehicle passing another coming from an opposite direction must turn to the left, and when overhauling and passing another vehicle traveling in the same direction must pass it on the right. Despite the law it has been the common practice to pass tramcars on the left, but recently many varying opinions have been rendered in decisions given by magistrates in cases that have been brought before them.

In the case of the Bradford man the Lord Chief Justice upheld the appeal and reversed the decision of the lower court, deciding against the motorist in the case. In giving judgment the Lord Chief Justice made it plain that the court was bound by the letter of the law, despite the lack of sense in the requirement. He said:

"That tramcars running in the center of the road tended to modify the rule of the road. It was nevertheless impossible to say that a tram was not a 'carriage.' If he had seen his way to limit the word 'carriage' to a vehicle which could move laterally he would have been glad to do so, but he could not, and having regard to the language of the regulation—strongly as he felt that the regulation should be amended—there was no alternative but to dismiss the appeal." Justices Bingham and Walton concurred.

In England many legal decisions have previously been given relating to this point, and it was almost established as a matter of use and custom for all vehicles overtaking tramcars to pass on the near side. Several weeks ago a London magistrate gave a decision against this common sense practice, and now that the decision of the Lord Chief Justice has been given it is evident that trouble will arise in England before the very necessary amendment to the law can be made.

In Scotland the rule of the road, as far as it relates to the passing of tramcars, has been held in accordance to the general practice of passing tramcars on the left. J. V. Stevenson, the Chief Constable of Glasgow, in a letter to the Scottish Cyclist, states that the law which provides "that a faster vehicle coming from behind must pass a vehicle in front on the off or right hand side" is manifestly inapplicable in the case of tramway cars. In the opinion of Glasgow's police chief, that tramway cars being fixed on rails, the driver of a faster vehicle behind can take which ever side is open, due regard being given to the state of the traffic.

In view of the conflicting decisions that have been rendered it is expected that sufficient controversy will be provoked to cause the bicycling and motoring associations in Great Britain to combine in an effort to secure an efficient rule of the road that need not be violated.

Cycling Revives a "Dead One."

That the same training methods which make champion bicycle riders can be employed to advantage in other directions was illustrated in Boston Tuesday night, 9th inst., when "Sandy" Ferguson knocked out "Al" Kubiak in the fourth round of what was scheduled to have been a 12-round bout between these heavyweights. Ferguson had been given up as a "dead one" by several persons, but Hugh MacLean, the champion motor paced rider of America, recognized his ability and agreed to take hold of his fellow townsman. For a couple of months MacLean has had Ferguson in Northboro, Mass., doing a rigorous course in training, and bicycle riding formed a part of his duties. Jacob Magin, the crack sprinter of the National Turn Verein, of Newark, N. J., has been keeping in condition through the winter by boxing, and has scored several decisions. Joe Fogler, John Bedell and J. Frank Galvin are other cracks who box as a pastime.

Tiger Wheelmen Coming Back to Life.

The Tiger Wheelmen of New York, another metropolitan club which has been enjoying a long period of inactivity, is planning to make itself heard again. Charles Milkowait, the president, has issued a letter to all the old members requesting them to be present at a meeting to be held at Turn Hall, 306 West Fifty-fourth street, New York, the purpose of which is to discuss plans for the complete rehabiliation of the club. There always has been considerable friendly club rivalry between the Tigers and the Roys and the latter's determination to win the amateur championship this year has awakened the Tigers from their lethargy.

San Diego Plans Motorcycle Meet.

At the last meeting of the newly organized Motorcycle Club of San Diego, Cal., it was decided to hold a race meet the latter part of April, the date to be fixed later. Several new members were admitted, bringing the total to 33 members.

ENTRANTS FOR QUARTERLY TRIALS

Fourteen Riders Divided into Two Classes for Tomorrow's Run—Hill Climbing and Economy Tests Carded.

If it does not rain, hail or snow, fourteen riders — seven in Class A for singles, and eight in Class B for multis—have entered in the first quarterly trials of the New York Motorcycle Club which will take place tomorrow (Sunday), the route being from New York to Poughkeepsie and return. The riders that have entered and the machines they will ride are as follows:

1, J. F. McLoughlin, 6 horsepower N. S. U.; 2, A. G. Chapple, 5 horsepower Indian; 3, Walter Goerke, 3½ horsepower Indian; 4, Fred Voelker, 3½ horsepower N. S. U.; 5, Harold Lyons, 6 horsepower N. S. U.; 6, Henry J. Wehman, 3½ horsepower Curtiss; 7, Grover Cleveland Davis, 6 horsepower Curtiss; 8, John Schliecher, 5 horsepower Alcyon; 9, Harry Mapp, 5 horsepower Indian; 10, Charles Ruck, 5 horsepower Indian; 11, Albert Krueder, 3½ horsepower M-M; 12, LeRoy Cook, 3½ horsepower M-M; 14, John Constance, 3½ horsepower R-S; 15, J. P. McKeever, 3½ horsepower M-M; 16, Frank Baker, 5 horsepower Indian.

In its first quarterly trials the New York Motorcycle Club has included several features. First of these is a reliability run and the basis of penalty one point for each minute late at a control, two points for each minute in advance of schedule and immediate disqualification if a contestant is 30 minutes in advance of schedule, which is arranged at 15 miles an hour.

Incidental to the trial there will be a hill climbing test and an economy test. Just where the hill climb will take place will not be known to the contestants, but the place selected for the contest will be marked by checkered flags and the contestants shall be required to dismount and make the ascent without regard to time but without dismounting or pedaling. In the single class 25 points will be assessed for failure to ascend without dismounting and 10 points for pedaling, while in the class for multicylinder machines it will be double for failure to go up under power and 25 points for pedaling.

All the tanks will be sealed today and no entire replacement of motors or carburetters shall be permitted, and no change of sprockets or pulleys save in case of accident when the replacement shall not be such as will reduce the gear.

"Enclosed is my renewal. I like the Bicycling World very much. It certainly is O. K. for the cyclist whether he rides a motor or a push cycle."—Frank C. Blakeslee, New Milford, Pa.

"TEDDY" HALE'S "BEST RIDE"

British Winner of a Six Days Race Tells How He Won—Meals at Regular Intervals One of His Rules.

Under the caption, "My Best Ride," "Teddy" Hale, the only foreign rider with the exception of the team of Rutt and Stol who has been victorious in a New York six days race, tells some interesting details of what he considers his best ride, which naturally was the six days race of 1896. The "Teddy" Hale of today is little altered from the 6-foot Irishman who twelve years ago astonished the world by winning the New York grind, except and not unnaturally that he looks a trifle older. Unlike a majority of retired racing men, Hale has not taken on flesh since divorcing himself from the sport, but still is as lithe and sinewy as in the days when his name embellished the front pages of daily newspapers.

It may not be generally remembered but it is worth recalling that four years after winning the New York six days race Hale performed the astounding feat of riding 100 miles a day for one year. Starting on July 31, 1899, he had covered by the evening of July 30, 1900, 32, 479 miles, which was 179 miles over the necessary distance, as he did not ride on Sundays.

"I was with the Simpson chain firm," writes Hale in Cycling regarding his six day victory, "and after a representative of the race promoters had visited Mr. Simpson, he asked me to go over and ride. It was arranged that four Simpson chain men were to go, the other three being Tom Linton, E. Lumsden, and C. Chapple. Linton was to represent Wales, Lumsden Scotland, Chapple England, and myself Ireland. I had not done any serious racing for a long time, and, beyond getting two or three rides on the road in the few days before the race, I suppose my preparation was less than that of any other competitor. When I first tried the track, which was 10 laps to the mile, it did not present any great difficulty, but the atmosphere of the place bothered me.

"There were 27 of us on the mark at midnight on Sunday, December 6th, and we started at 54 minutes to one. We were four abreast, and Eddie Bald, the crack American sprinter, fired the pistol for the start. Linton went off at a terrific bat, and crowded 23 miles into the first hour, Lumsden being level with him. I was tenth with 20 miles but I knew Linton was not going through, and, barring accidents, I felt confident of staying the journey. The cold was intense at night, whilst in the daytime the heat was most oppressing. I did not get the lead until we had been riding six hours, and it was seldom taken from me after that. I kept my eye on anyone who went ahead and made up the lost ground. I was well looked after, five men keeping me supplied with food and change of clothing, and I stuck to a plan of feeding at regular hours all through. After I had established a good lead, I was approached by some of the other riders, who wanted me to lose, but they failed in the object. As a result, many attempts were made to run me down or outpace me, but I steered clear of trouble.

"The first race was run in a very thorough style, the management doing all in its power to make it attractive to the spectators, and comfortable for the competitors. We were housed in little tents erected in a kind of paddock, and our food and drink were prepared by our own trainers in the way we required it. Then there was a trestle bed if we required rest, but I did not use it much. I did not rest until the third day, and in the whole week only had seven hours' sleep. I was in full possession of my senses right to the finish, but the dust in the air got in my throat on the second day, and I could hardly speak for days after.

"On the last day I had a tremendous craving for a good, solid English meal, and, having a lead of 32 miles over the next man, I dismounted and, sitting down at a table, had a chop with some chipped potatoes and a bottle of beer. I never enjoyed a banquet like that simple meal, and it did me a world of good. As you know, I finally won the race, with the record of 1,910 miles 8 laps, beating the previous six-day record by over 300 miles. Rice, who was second, rode 1,882 miles.

After the finish, I dressed and drove to the Bartholdi Hotel and had a good feed, followed by a warm sponge bath and 4½ hours sleep. Then I had another good meal, and slept about five hours. I fed again and slept for four hours, ate again, had 1½ hours sleep, then rose for the fourth time, had a warm bath, put on fresh clothes, sat for my photograph and went out for a walk. Beyond being chafed somewhat severely, I was quite fit and well. Everybody marvelled at my appetite, not only during the race, but afterwards. I drank a gallon of beef tea and two quarts of chicken broth each day, the other items of food being cold chickens, fish, rice, eggs, toast, bananas, pears, apples, celery, potatoes, chops, calves'-foot jelly, oatmeal porridge, beef, custard, prunes, tea and milk. I enjoyed a cigar or cigarette each day, and departed in many ways from the usual customs of racing men. After the race I went on a starring tour, rode a '100,' and then entered the Chicago six-day race in February, 1897."

Opening of Clifton Track Deferred.

The Clifton track will not open on Sunday, April 11th, as was planned, despite the fact that the Newark Velodrome will be in operation by that time. The Stadium Amusement Co., which owns the Clifton saucer, have decided that it will be unwise to "rush" the season, and that the weather at that time will be such as to make sitting in outdoors for three hours uncomfortable. The first Sunday in May, the 2d, will doubtless mark the opening.

EXCITING SPRINTS AT BUFFALO

Schudt Gets Back Among the Winners at Armory Meet—Hoctor Captures Two Miles Handicap.

Capacity crowds and exciting races have been the rule at the 65th Regiment armory, Buffalo, N. Y., this winter, and last Friday night, 5th inst., proved no exception to the rule. The features of the meet were the bicycle races, as usually is the case, and in the mile scratch Fred Schudt came back into his own, winning from Delling and Tanner after an exciting sprint. The two miles handicap went to M. L. Hoctor, a youngster who has been developing rapidly this winter and promises to place himself with the scratch bunch before another year rolls around. Considering the unfavorable weather conditions the crowd was big—one of the largest of the season, in fact; and enthusiastically applauded the close finishes marking the contests.

There were three heats in the mile scratch the first and second riders in each qualifying for the final, Schudt, Tanner, Delling, Hoctor, Arenz and Scheider qualifying. In the final heat Arenz got a rough toss and although he remounted he could not get anywhere within striking distance of the leaders. The final sprint was between Schudt, Delling and Tanner and these riders finished in the order named, the time for the final heat being 2 minutes 22⅗ seconds.

Arenz, Schudt and Delling were the scratch men to qualify for the final heat of the handicap, the first two winning their heats rather easily. In the final heat Arenz fell and Scheider took a lofty tumble over him. Krushel kept the long markers about a half lap ahead of the others and seemed to be the only one of the leaders to stand the pace. Hoctor uncorked the winning jump at a half lap to go and beat him out, however, Hoover finishing close up for third. The summaries:

One mile scratch—First heat won by Fred Schudt; second, J. M. Tanner; third, Adam Fischer. Time, 2:31⅗. Second heat won by Edward Delling; second, Mart R. Hoctor; third, Tony Burke. Time, 2:26⅕. Third heat won by Joseph Scheider; second, Edward Arenz; third, Albert Krushel. Time, 2:28⅕. Final heat won by Schudt; second, Delling; third, Tanner; fourth, Scheider. Time, 2:22⅗.

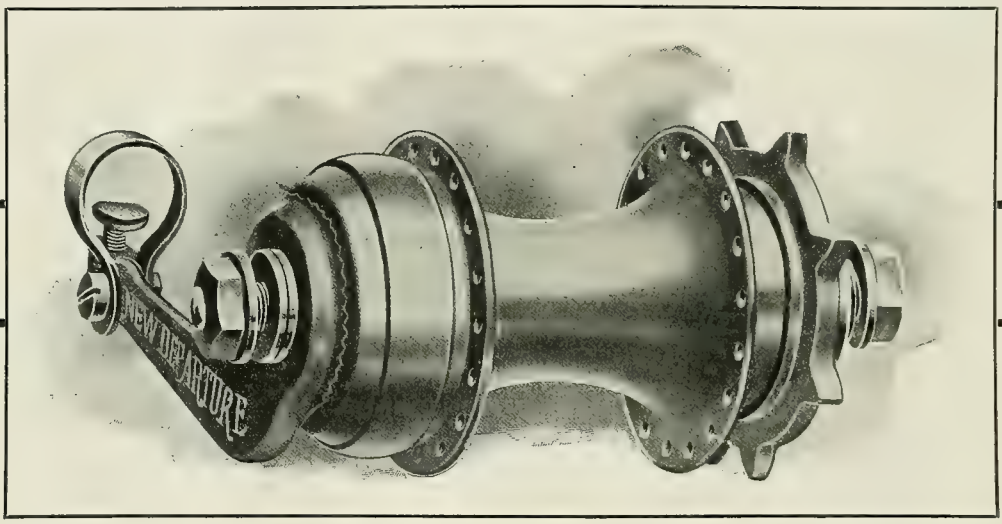
Two miles handicap—First heat won by Edward Arenz (scratch); second, R. J. Hoover (130); third, William Eagles (185). Time, 4:42⅕. Second heat won by Fred Schudt (scratch); second, J. M. Tanner (20); third, Albert Krushel (155). Time, 4:43⅗. Third heat won by Joseph Scheider (30); second, Edward Delling (scratch). third, Mart R. Hoster (140). Time, 4:48. Final heat won by Hoctor; second, Krushel; third, Hoover. Time, 4:37⅗.

Bicycle Dealers Are Practically Unanimous

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COASTER BRAKE LICENSORS

BINGHAM DISMOUNTS CYCLE COPS

Bicycle and Motorcycle Squads Largely Reduced—Reason for the Move Which is Said to be Temporary.

Several New York newspapers this week indulged in a "spasm" because Police Commissioner Bingham had ordered about 75 policemen in the boroughs of Brooklyn, Queens and Richmond removed from bicycle duty and assigned to patrol duty afoot in precincts in the boroughs. At the same time fourteen members of the motorcycle squad, formerly engaged in regulating traffic and chasing automobilists, were transferred to other tasks. Seven were ordered to the regular traffic squad and seven to the repair shops of the department.

According to the story published in the newspapers the move was one of a series planned by Commissioner Bingham, who is said to have expressed himself displeased with existing conditions in the boroughs of Brooklyn, Queens and Richmond. Also, it is alleged, the head of the department has intimated he thought the bicycle squad was too large and that fewer mounted men could do just as good work in keeping Brooklyn's roadways clear of reckless drivers and motorists.

Commissioner Bingham could not be seen at headquarters, but a clerk in his department referred the Bicycling World inquirer to the Inspector's department, saying that he was the official responsible for the change which has been made.

Chief Inspector Schmittberger received the Bicycling World man courteously and seemed surprised when asked if the newspaper comment regarding the transfer of the bicycle and motorcycle policemen were true.

"What comment?" he asked. "I haven't seen anything in the newspapers."

His facial muscles hardened just a little as he carefully read the clipping handed him. When he had finished reading it, he said:

"Rot! Rubbish! Why, some of these fellows on the newspapers think they know more about the department than we do. No official information was given out regarding the change because we didn't think it was necessary. It was such a trivial matter."

"Then it isn't true?" persisted the interviewer.

"It is true that the men were put to work at other things, but not because they were not doing good work as bicycle or motorcycle policemen," said the Chief Inspector. "I'll tell you how it is. If you know anything about Brooklyn, Queens and Richmond you can see that during the last week the roads have been in such condition as to make riding almost impossible. Why then was it not the most natural thing in the world, under such conditions, to so place the men as to have them in positions where they could do the most efficient police work?"

The Bicycling World man could not disagree with Inspector Schmittberger, but he wanted to know if the demounted policemen will be restored to their bicycles and motorcycles when the roads are in better condition and also if the mounted squads were not doing good work.

"Of course they will be restored, so far as I can see now," replied the man who is held in awe by all under his official jurisdiction.

"Do you not think that there should be more bicycle policemen and that the efficiency of the department could be correspondingly increased by such addition?"

"Well, I cannot go into that deeply now, as I am very busy, but it is not improbable that the squad will be enlarged in the spring. I do not say positively that it will be, but I say that it is not improbable," concluded the Chief Inspector, turning to his desk and picking up some papers.



Rider Defeats Skater in Mile Sprint.

William Schatz, who is styled the champion roller skater of Utah, suffered defeat at the hands, or rather legs, of "Reckless" Reckshaw, a bicycle rider, at the auditorium rink, Salt Lake City, March 1st. To give the skater an equal chance Reckshaw was compelled to ride a bicycle geared to 62 inches, but managed to defeat the skater in a mile heat after a neck and neck sprint all the way.

New Jersey Club Admits Women.

In future the fair sex will not be neglected by the New Jersey Motorcycle Club. Hitherto membership has been restricted to riders of the masculine gender, but at the last meeting it was decided to admit women upon the same basis as men.

YEAR PROMISES WELL FOR SPORT

Unusual Number of Races and Exhibitions in January and February—Relative Showing of Leading Riders.

Not in many years have the first two months of the year produced so much racing as did January and February of the present year, and the fact that no less than 111 bicycle and motorcycle races have taken place since January 1st, shows that not only is there a renewed interest in cycling sport throughout the country, but it also augurs well for the future of the sport.

For years past January and February have been practically "raceless"—to coin a word—but these months have been notable exceptions this year. Since New Year's Day 31 race meets have been held. There have been 44 amateur track races, 7 amateur road races, 34 professional bicycle races, and 26 motorcycle races and exhibitions held in various parts of the country.

The sport presents the same healthy aspect abroad that prevails in America. One track has been running steadily in Paris, while numerous events have taken place in Great Britain, and renewed activity is apparent in preparation for the spring and summer season. A number of world's motorcycle records have been broken in England, and the few American bicycle riders in Paris have scored brilliant victories. Taken all in all, the prospects for a banner season of bicycle and motorcycle sport were never more promising.

The Bicycling World has kept an account of all races held since the first of the year and upon the point system of scoring—5 points for first, 3 points for second, 2 points for third and 1 point for fourth—the standing of the riders who have scored 10 points or more in competition, is as shown in the table which follows:

Rider.	1st	2d	3d	4th	Pts.
Robert J. Walthour	6	1	0	0	33
Geo. G. Cameron	4	1	2	1	28
George Wiley	2	4	2	1	27
Walter A. Bardgett	2	2	3	0	22
Joe Fogler	4	0	0	0	20
E. F. Root	2	2	0	1	17
Dave Mackay	2	0	2	1	15
Saxon Williams	1	3	0	1	15
Gordon Walker	1	2	1	1	14
Elmer J. Collins	2	1	0	0	13
Albert E. Wills	0	4	0	0	12
James F. Moran	0	4	0	0	12
Menus Bedell	0	3	1	0	11
Hugh MacLean	2	0	0	0	10
N. M. Anderson	2	0	0	0	10
Fred Senhouse	0	1	3	1	10

Berlin Sprinter Gets Long Suspension.

Across the pond the sports governing bodies have no scruples against depriving a professional rider of his means of livelihood if the latter breaks rules. Willy Bader, the Berlin sprinter, has been disqualified for a period of three months for an infringement of the racing regulations, the nature of which, however, is not stated.

LIVE NUISANCES OF THE ROAD

Furred and Feathered Creatures That May Cause Annoyance to Cyclists—Hints on Avoiding Trouble.

"Presumably the only creatures which a cyclist is at all likely to meet with as possible sources of danger are dogs, cats, oxen, sheep, pigs, goats, fowls, geese, ducks, turkeys, and other farmyard stock," writes R. G. in Cycling. "In this list such undomesticated animals as hares, rabbits, etc., are not included because, in the rare cases when they do cause an accident, it is practically impossible to take any steps to prevent it. The only conceivable way in which they can bring about a disaster is in rushing blindly across the road and getting mixed up with the front wheel.

"Nor is the horse included, for the reasons that the road is its proper place and, properly controlled, it is amenable to the same rules as other road users.

"It seems to be either a rule or a convention of the road that, when a horse is being led, any vehicle meeting or overtaking it shall pass so that the man leading the horse is between it and the vehicle, and cyclists should not forget this. It is wise, in the writer's opinion, when meeting or overtaking a horse and its rider, to give it as wide a berth as possible, for horses are fickle-tempered brutes and one never knows when they may jibe or shy at some disturbing object.

"The dog is in many respects the most dangerous animal to the cyclist. Numerous as are the accidents caused by fowls, etc., they cannot at any rate be said to be due to any malevolence on the part of the bird, but to an unreasoning panic which seizes upon it and causes it to rush headlong towards the place where it imagines safety to be, without pausing to see if the path is clear. But on the other hand, there are some dogs which display animosity towards cyclists, running after them, barking, and snapping at their legs.

"In many cases, doubtless, the dog is only barking and will not bite, but one can never be certain of this, and at least it is not pleasant to have an animal yapping round one's legs in this manner. The best course to adopt is not headlong flight, for this merely increases the animal's fury, and it is impossible to get away from it for some moments, as many dogs have quite a fair turn of speed. Nor is it much use to kick out wildly, in the hope of doing the dog an injury. An attack by a dog may be most easily repelled by keeping up a fair speed, keeping a watchful eye upon it, ready to place a well directed kick somewhere in its anatomy when opportunity offers. If it is thought necessary, such an opportunity may be often created by suddenly applying the brake, when the dog's impetus will momentarily carry it forward, at which point a kick may be got in. At the same time the cyclist should take care not to hit the pedal with his leg. If there is reason to suppose that the animal has no designs on one's calves or ankles, it is perhaps better not to kick it, as local odium may be aroused against cyclists by 'poor Fido's' indignant owner, who, of course, will forget how well 'poor Fido' deserved any injury he may have received. As has been said so often, the cyclist should always avoid making enemies to the sport whenever possible.

"A dog often gives the cyclist trouble without any malicious intentions. It has a habit of wandering across the road, oblivious of any traffic that may be upon it. Generally the animal will take little notice of the ordinary cycle bell, however loudly it is rung; and the best way to bring it to a realization of the position is by a 'hiss' between the closed teeth, which is generally effective.

"It is a relief to turn from the dog to its natural enemy, the cat, which is, in my opinion, quite the least dangerous animal which one can meet while cycling. It is always alert and scarcely ever preoccupied, even in the kitten stage. Indeed, if one tried to run over a cat in the road, the feat would be very difficult to accomplish. The only danger from the feline species is from its running headlong across the road, pursued or in pursuit of something else. But in such a case pussy would be likely to avoid the cyclist by a dexterous swerve or twist. All things considered, there is not much to fear from the cat.

"A herd of oxen encountered on a country road may appear, especially to lady cyclists, a rather terrifying obstacle; but, unless the road is very narrow, the obstruction can generally be negotiated without dismounting. By slowing down and steering carefully between the beasts as a rule one can get through safely. They will usually move docilely out of the way, and bell ringing has apparently more effect upon them than upon other animals. It should be remembered by those who are constitutionally nervous that a bullock being driven in this way is in a mood very different to one intruded upon while enjoying his private pasture. In the latter case his attitude is certainly often such as to inspire fear; but his spirit is so subdued by his novel surroundings, by the presence of companions, and by his perception of the control exercised by the driver, that one may be sure that he will not adopt aggressive tactics while on the road. It may also be presumed that oxen known to be savage would not be allowed to walk in the herd, but would be taken to their destination in some other way.

"It has been said that a herd of oxen may be passed easily enough by the exercise of a little judgment. But this is by no means the case with a flock of sheep. In most cases the only thing to do when this is encountered is to promptly dismount and walk. Sheep are generally so massed across the road and also so unintelligent that this is the simplest way to get through them. An attempt to ride may lead to a spill, for if one animal takes it into its head to move in a new direction the rest will follow it blindly. Obviously such a manoeuvre may easily bring about a fall from one's machine. In this case 'discretion is the better part of valor.' Of course, there is little risk in riding past a flock if it is only a comparatively small one, or if it is under the control of two or three men who will see to it that a clear path is made.

"In the rare cases when one meets a drove of pigs (which are, of course, generally transported from place to place in a cart) they do not present much difficulty, though a dismount is advisable, if they happen to be numerous.

"To deal now with the feathered pests which infest the roads adjacent to farmhouses and cottages, responsible as they have been for many serious accidents. It does not matter much whether they are fowls, ducks, turkeys, geese or any other member of the same tribe, for they all act in fundamentally the same way, except that the bigger birds are not so easily alarmed. The writer's experience has shown that one of the chief points to bear in mind is that when the birds are startled their natural tendency is to fly toward the place where they roost, even if in the first flurry some of them run in the opposite direction. So that when a cyclist comes upon a number of birds in the road he should always aim at passing them on the opposite side to that on which he may perceive their 'run' to be. But while observing this precaution he must keep a wary eye on the birds and be ready to apply his brakes if occasion demands. It should be remembered that a collision with a fowl not only means the probable death of the bird (which, from a selfish point of view, would be no great matter), but in many cases serious injury to machine and rider.

"Other kinds of road nuisances might be cited, but, after all, the great essential in dealing with such obstructionists is presence of mind."

College Course for Study of Rubber.

The faculty of Buchtel College, in Akron, Ohio, "where the tires come from," will inaugurate a course in rubber chemistry, beginning with the new college year in September. It is an outgrowth of a demand for instruction in the chemistry of india-rubber by young men who are desirous of entering the industry in the various factories in Akron. The course, which will be the first of the sort instituted by a college or university, will cover a period of two years, two years' work in elementary chemistry being required before the student may enter. The first year will consist of instruction in the analysis of samples of rubber, the study of the various rubber solvents and other simpler phases of the subpect. In the second year the students will be introduced to the more intricate branches of the study.

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Yours very truly,
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New York City, Feb. 3d, 1909.

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Yours very truly,
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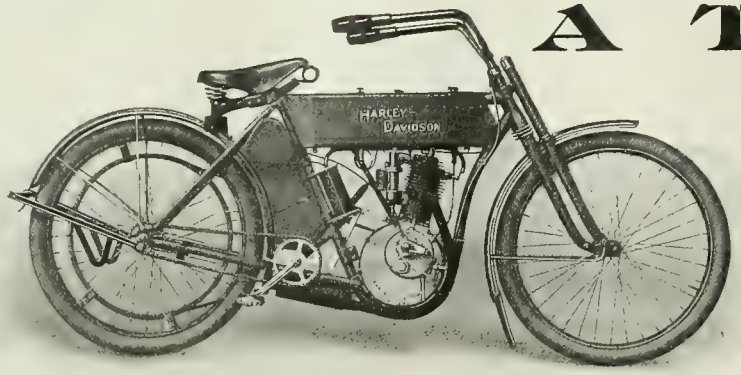
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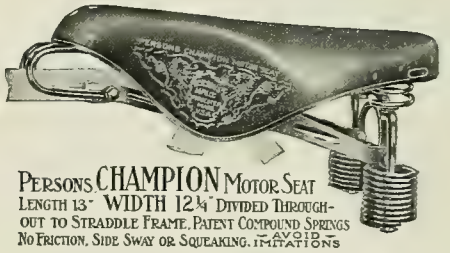
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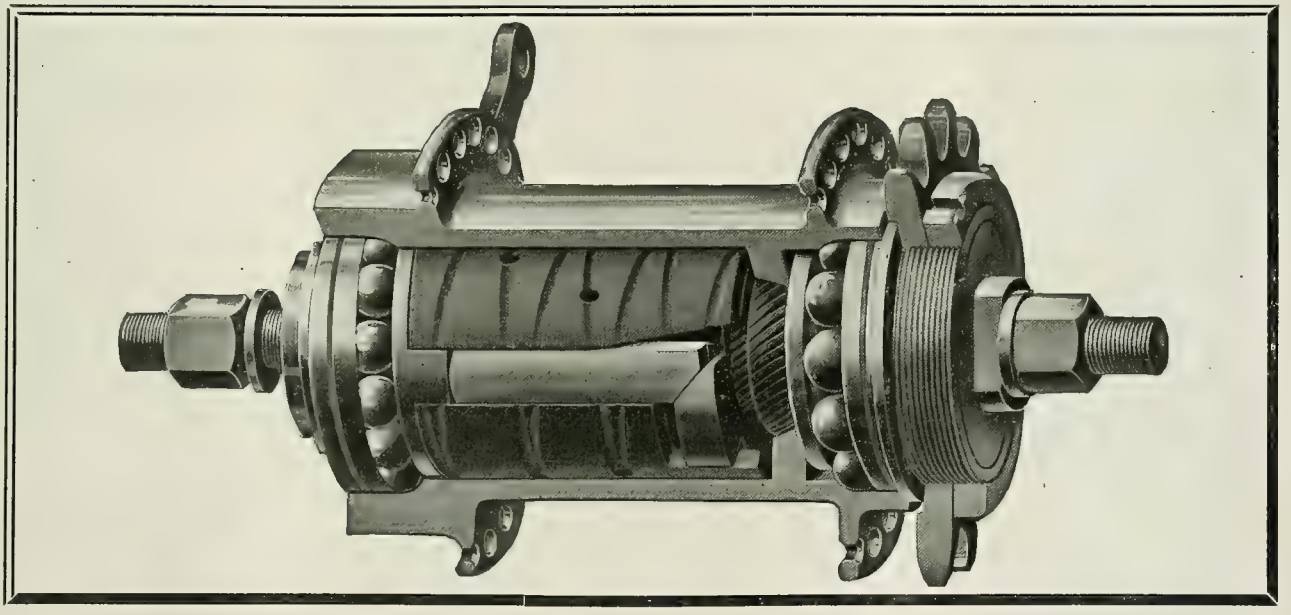
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RECENT PATENTS.

904,508. Carburetter. William M. Carlin, Indianalopis, Ind. Filed Feb. 19, 1908. Serial No. 416,701.

1. In a carburetter, the combination with a hollow cylinder having its top end closed and its bottom enlarged end open, an air inlet valve situated over said enlarged open bottom end, a mechanism connecting said valve and the steering shaft of the vehicle whereby the valve closure is effected to control the vacuum in said cylinder, and an outlet situated near said top closed end, of said cylinder of a fluid duct situated intermediate the ends of said cylinder, and having an inlet end situated exteriorly of said cylinder, a needle valve sleeve guide extending vertically from said duct and situated centrally of the interior of said cyla valve seat situated at the bottom of the bore of said guide sleeve and a needle valve spindle fitted into said guide sleeve to slide along longitudinally therein, a needle valve on the end of said spindle coacting with said seat, and a disc situated at the top portion of said spindle and connected thereto, said disc of smaller diameter than the interior diameter of said cylinder.

904,895. Composition for Preventing Leakage of Air Through Punctures in Pneumatic Tires. Louis H. Rogers and Alexander Myers, Wellington, New Zealand. Filed Jan. 27, 1908. Serial No. 412,847.

1. The herein described composition of matter consisting of silicious lime stone which has been calcined and crushed, casein and water, substantially as described and for the purpose specified.

905,343. Driving Clutch. Alexander P. Morrow, Elmira, N. Y. Filed Oct. 2, 1907. Serial No. 395,630.

1. The combination of a driving member, having an angular aperture; a driven member concentric therewith; and a bar ratatively supported within the aperture in the driving member, said bar having oppositely inclined surfaces adapted to be engaged, respectively by the inclined faces of the angular aperture in the driving member.

906,601. Puncture Closer for Pneumatic Tires. David Apstein, Bridgeport, Conn. Filed July 23, 1907. Serial No. 385,149.

1. A device of the character discribed, comprising a threaded shank, a cap swiveled thereon, an inner plate loose on the shank and provided with a depression in its under side to receive the cap and a groove in its upper side to receive the shank when in the inserting position and an outer plate engaging the shank.

906,149. Back Pedaling Brake. Alexander P. Morrow, Elmira, N. Y. Filed Aug. 10, 1903. Serial No. 168,960.

1. In a brake mechanism, the combination of an axle, a hub thereon, a driving member, a brake anchor, a longitudinally movable expansible friction brake member mounted within the hub, and means actuated by said driving member for connecting said brake member to said brake anchor by longitudinal movement of the former in the hub and expanding said brake member against said hub by the same movement.

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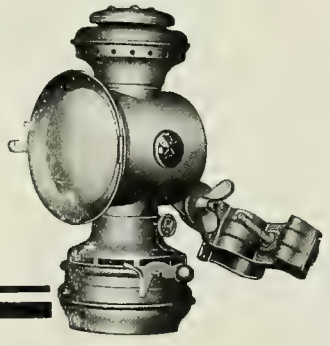
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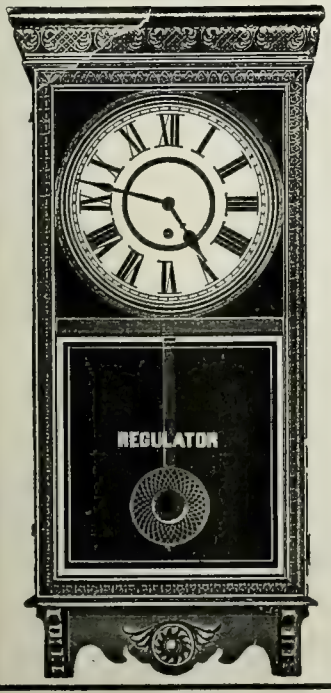
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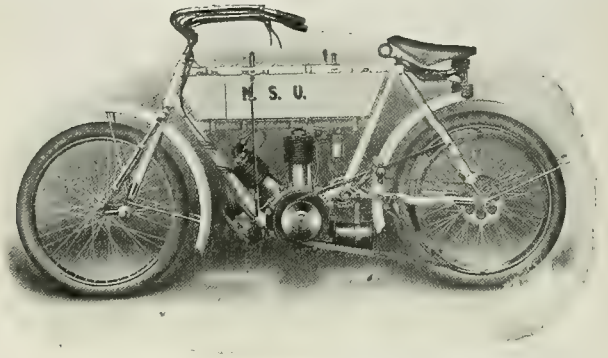
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6 H.P. F. A. M. ENDURANCE MODEL

NOT ONLY have our **F. A. M. Endurance Models** proven themselves to be the most perfect and reliable motorcycles on the market, but have proven lately to be absolutely the fastest stock motorcycle ever offered to the public.

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By a MILE and a HALF

A most notable performance. A fitting crown for the N. S. U., since it won the test of tests, the F. A. M. Endurance Contest.

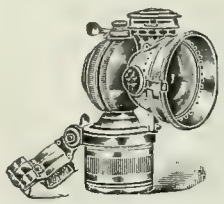
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Also have separate generator Bicycle Lamps

MOTORCYCLE SEARCHLIGHTS

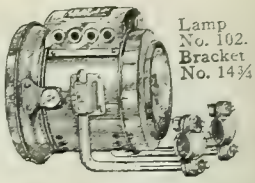
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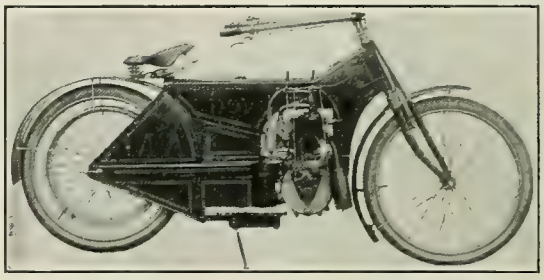
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The most comfortable motorcycle ever produced. Built like a car

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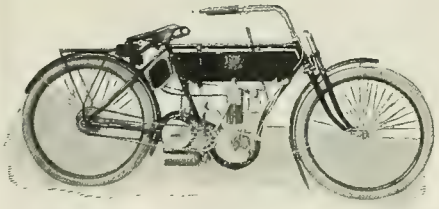
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Thor Motors and Equipment.

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"*The* Motorcycle *for* Gentlemen"

The 1909 F N. BIG FOUR or the F. N. Shaft-Driven LIGHTWEIGHT

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depends very largely upon the tires with which a motorcycle is equipped.

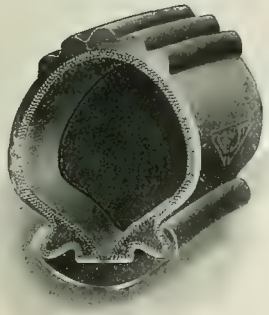
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They represent a "known quantity." They are pleasure-makers.

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Corrugated Tread.

Experiments are expensive. Let the other fellow take the chances.

Our catalog illustrates not only our tires but a lot of mightily useful accessories.

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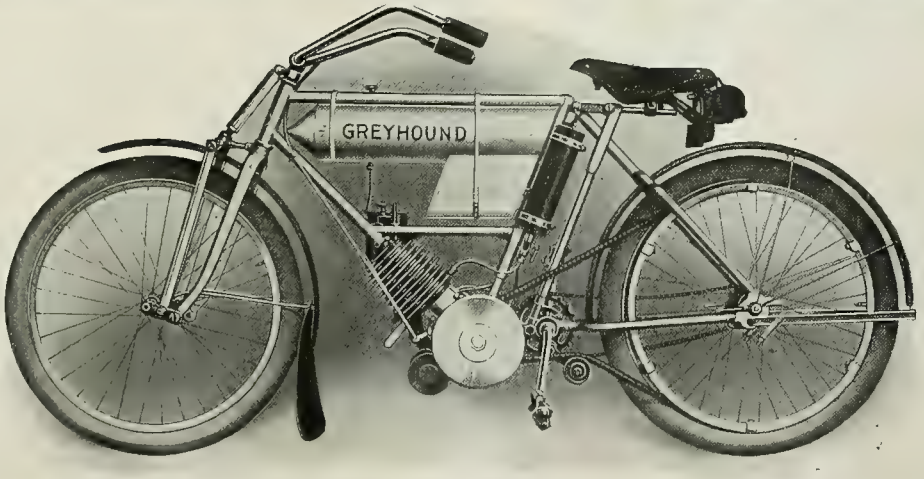
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Is built for service, and in design, material and workmanship, is the peer of any motorcycle in the market.



It is absolutely superior in the matter of comfort. The Greyhound Shock Absorber has been acknowledged wherever shown to be the greatest and best comfort device ever applied to a motorcycle. Riders and dealers correspond with us about 1909 business. Catalogues for the asking.

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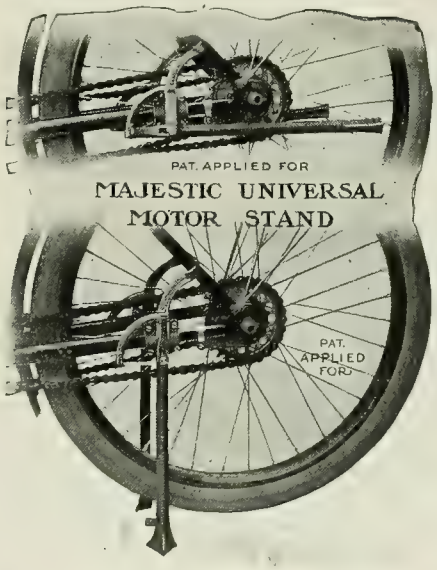
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Price $3.00

Is the only one made holding the frame at FOUR points, and preventing the straining and twisting of the lower frame tubes. Is fitted with heavier legs for 1909, and these have triggers at bottom, allowing legs to be folded up by the rider's foot. It is due your machine that you equip it with MAJESTIC SPECIALTIES throughout.

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Get a **HEITGER CARBURETER** and stop your trouble. More power, and speed, better control; giving best of satisfaction among users, and being used by FOUR manufacturers, WHY? Catalog and price on request.



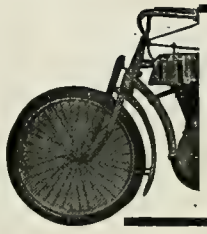
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Easily attached to any bicycle or motorcycle. Absorbs all jars, jolts and vibrations. Send for Catalogue.

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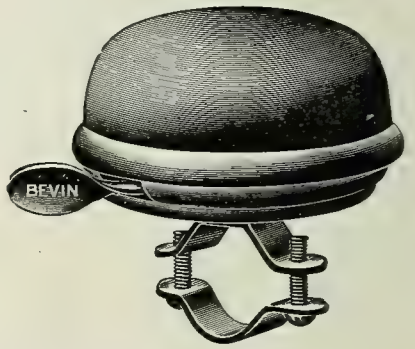
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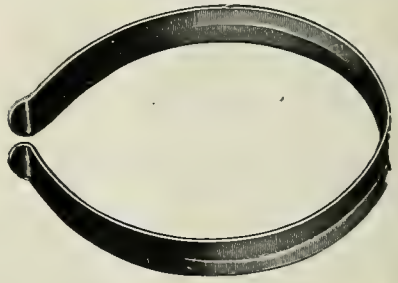
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Our catalog illustrates the various patterns.

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It does not matter what make of machine you ride this year; the standard ignition on all of the good ones will be by

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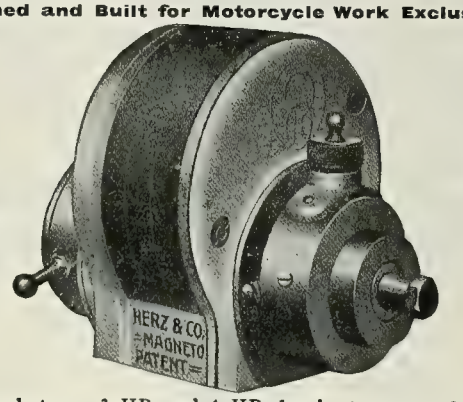
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THE **HERZ MAGNETO**
Designed and Built for Motorcycle Work Exclusively

Has Beaten all its Competitors in Europe



The Finest Styrian Magnet Steel Used

All Parts Absolutely Interchangeable

Two motorcycle types, 3 HP. and 4 HP. 1 cyl.; two types 2 cyl. up to 6 HP. Weight 4 to 5 lbs.

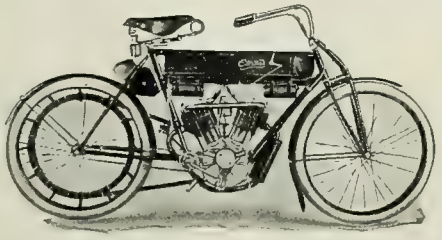
SMALLEST, LIGHTEST AND MOST EFFICIENT AND RELIABLE MAGNETO EVER MADE.

50% Higher Efficiency than any other Magneto of twice its size, on account of the absence of all Pole Pieces.

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CURTISS DOUBLE CYLINDER Motorcycles
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They're still first in everything

FIRST IN SPEED
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Only DIAMOND MEDAL 1907 F. A. M. Endurance run. Highest Award "Both Classes" 1908 F. A. M. Endurance Run.

First in the Double Bar Frame, the long Wheel Base, the Vertical Engine with stripped cylinders, the Anti-Friction Bearings, V-Belt and numerous other so-called "new" features which we have used for years.

Get the original and Know you're right.

The 1909 models represent a combination of speed, power, strength, durability and simplicity never before equalled.

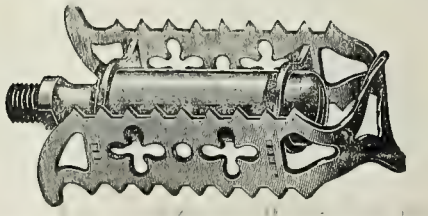
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is not too good for you or for the manufacturer of the machine you ride

Forsyth Pedals



should be included in the equipment of your

Bicycle or Motorcycle

QUOTATIONS ON REQUEST.

FORSYTH MFG. CO., BUFFALO, N.Y.

If you knew you could materially add to the pleasure and satisfaction your customers will receive from the motorcycles you sell by specifying a certain tire as equipment, would you do it?

MORGAN & WRIGHT MOTORCYCLE TIRES

have certainly proven their ability to give the kind of service motorcyclists want.

They are made the way a tire must be made in order to give satisfactory service on a power-driven machine.

Bicycle tire materials and methods of constructions are all right in their place—but that place is certainly not on a motorcycle.

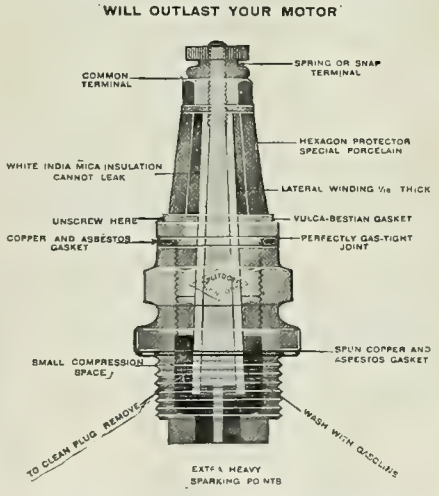
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This method Morgan & Wright first introduced into motorcycle tire business and will adhere to during the coming year.

You are bound to make a big hit with your trade by specifying them on the machines you sell.

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There is always a good, sound logical reason when the product of a manufacturer acquires and holds great patronage—especially in the face of keen competition.

It proves beyond question the sterling quality of such product—it is the unmistakable seal of public approval.

The large and constantly growing demand for the

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is direct and ample evidence of this fact.

Made expressly for Motorcycle use, and guaranteed to be absolutely gas tight, soot proof and unbreakable. With this Plug in your engine you can be dead sure that your next trip will not be marred by any of those tantalizing ignition troubles that form nine-tenths of Motorcycle worry.

Do not be persuaded to accept any other Plug said to be "just as good as a SPLITDORF." If the SPLITDORF Plug were not the best it would not be used by the leading makers and riders of this country.

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The Tire for Hard Service

More than three hundred and fifty agents—one to a town—are now handling Pathfinder Tires, and everyone is enthusiastic. The cause is not hard to find. The Pathfinder is the tire that makes good—and sells at a moderate price.

These tires have become famous because they are not only very resilient and easy riding—but **durable** as well. Most bicycle tires are not both easy and long lived. If they are resilient enough to ride comfortably they soon wear out, and if they are strong enough to last they are so hard as to be practically solid tires.

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The Pathfinder Tire's cover is so strong that it outlasts any other made. Yet it yields and springs in your hands. The Reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear.

The rim side of the Pathfinder is pebbled so as to give the rim cement a tight fit and thus prevent creeping. Many bicycle tires cannot be satisfactorily repaired. The end is in sight when they get a puncture.

But you can repair Goodyear Tires. This is another great feature that makes them exceedingly popular.

No wonder our special Pathfinder Tire proposition is making money for agents. If we are not represented in your town this is a chance for you.

Write us today for a sample section of the Goodyear Pathfinder. Address

The GOODYEAR Pathfinder

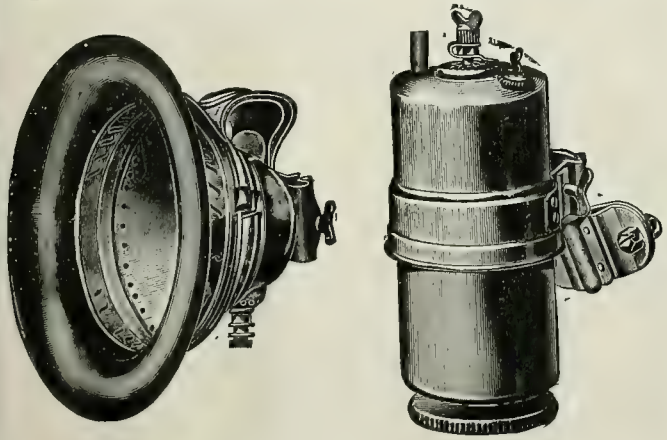
The Goodyear Tire & Rubber Co.
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PATHFINDER MADE BY THE GOODYEAR TIRE & RUBBER CO. AKRON, O.

PATHFINDER MADE BY THE GOODYEAR TIRE & RUBBER CO. AKRON, O.

THE BEST LIGHT
For Motorcycles

is one which does not blow out, shake out, or get out of order just when yon need it most. If your lights do this, you should get a set of ours at once and enjoy the best light that lamps can give.



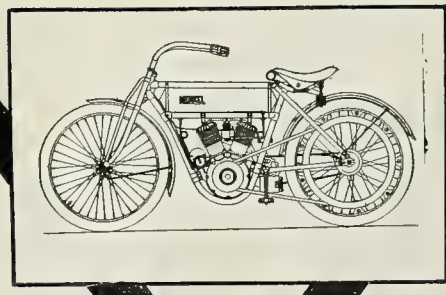
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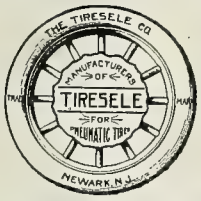
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The only chain having FRICTIONLESS ROCKER JOINTS. Insist on having the Morse Twin Roller. Fits regular sprockets.

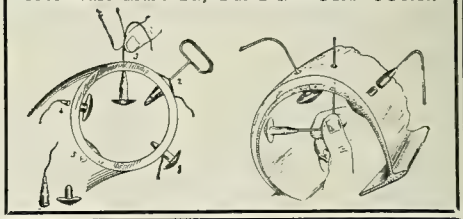
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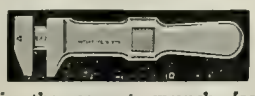
IDEAL PLATING CO.
Marlboro, Mass.

All Mesinger Cavalry and Standard Motorcycle Saddles are fitted with fibre friction shock absorbers
M. & F. MESINGER MFG. CO.
1801 First Ave., New York

Metric Separable Indestructible Mica Plug, $1.50
(Trade **STA-RITE** Mark)
Ignition Plugs are now repaired perpetually, free of charge, when returned to factory, because "They Stay Right the Longest."
THE R. E. HARDY CO.,
(Incorporated 1900)
Factory, 201 37th St., BROOKLYN, N. Y.
309 Fisher Bldg., Chicago.

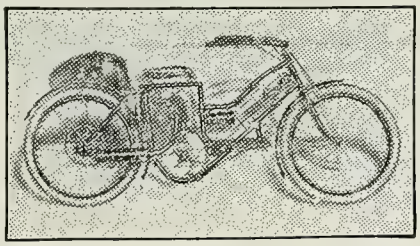
THE MARK OF QUALITY B THE BILLINGS & SPENCER CO. HARTFORD

THE B. & S. MODEL "B"



is the correct wrench for your motorcycle. Write for circular.

NEW ERA AUTO-CYCLE
Two Speeds, Free Motor, Hand Cranked.
Manufactured by
THE NEW ERA GAS ENGINE CO.,
2 Dale Ave., DAYTON, OHIO.



TORPEDO MOTORCYCLES
We are offering the following models for 1909:

Model B, 2¾ H.P.	$190.00
Model C, 3 H.P.	225.00
Model G, 3 H.P., with rear spring.	250.00
Model F, 5 H.P., twin cylinder....	275.00

Can furnish Magnetos if so desired. Write for catalog.
THE HORNECKER MOTOR MFG. CO.,
Geneseo, Ill., U. S. A.



BICYCLE GOODS
Ask for Catalogue of Bicycle and Motorcycle Parts and Sundries. We want every dealer to have our Monthly Bargain Book. Write us.
NEW YORK SPORTING GOODS CO.
17 Warren Street, New York.

Unterberg & Helmle Magnetos
are reliable.

J. S. BRETZ CO., Sole Importers,
Times Building, New York City.

TO KNOW THEM IS TO LIKE THEM
Gibney Special Tires
Quotations on Request
J. L. GIBNEY & BRO., Philadelphia, Pa.

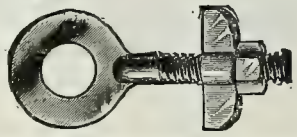
THE OLD PHILADELPHIA HOUSE
Our Catalogue is ready and will be mailed for the asking.
GEO. W. NOCK CO.
Jobbers of
BICYCLES and SUNDRIES
126 N. Fourth St. PHILADELPHIA.

Special Stampings
FROM
SHEET METAL
THE CROSBY CO., Buffalo, N. Y.

INDIANS AND READING STANDARD MOTORCYCLES.
ALSO COLUMBIA AND HARTFORD BICYCLES
AMOS SHIRLEY, Agent,
935 Eighth Ave., bet. 55th & 56th Sts., NEW YORK

MOTORCYCLE MANUFACTURERS!



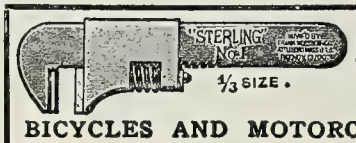


We make Nickeled Forged Cranks, Motorcycle Chain Adjusters, Mud Guard Braces, Steel Mud Guards, Bolts, Nuts, Washers, Steel Rim Washers, etc. Write for quotations. *We do not sell to the dealer.*

STEVENS & CO.
99 Chambers Street NEW YORK

NAMEPLATES
FOR
Bicycles and Motorcycles
CHANDLER CO., Springfield, Mass.

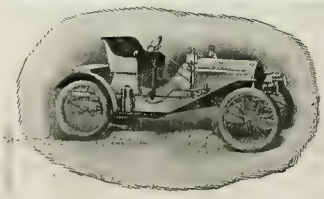
1909 CATALOGUE OF
Bicycle and Motorcycle Sundries
Ready for distribution January 20th. Better send for one, or you will miss many good things.
THE SIDNEY B. ROBY CO.,
ROCHESTER, N. Y.



Sterling Wrenches FOR BICYCLES AND MOTORCYCLES
Frank Mossberg Co., Attleboro, Mass.

ESTABLISHED 1844.
SCHRADER UNIVERSAL VALVES
TRADE MARK REGISTERED APRIL 30, 1895.
The Standard American Valves for Automobile, Bicycle & Vehicle tires
Manufactured by
A. SCHRADER'S SON, INC.
28-32 Rose St. New York, U.S.A.

Greatest Variety—All Sizes
SPROCKETS
THE PARISH & BINGHAM CO.
Cleveland, Ohio



$350
Buys this $600 Car equipped with Bosch Magneto.
THE METZ PLAN CAR
The "Plan" is explained in book "I."
C. H. METZ, Waltham, Mass.

Genesee Pedals Frame Sets
Also All Metal Parts for Bicycle Construction
JOHN R. KEIM MILLS, (Inc.) Buffalo, N.Y.

Empire Tires
WEAR LONGEST

EMPIRE AUTOMOBILE TIRE COMPANY, - TRENTON, N. J.

BRANCHES—Newark, 264 Halsey St.; Detroit, 842 Woodward Ave.; Boston, 292 Devonshire St.; Chicago, 20 La Salle St., 1301 Michigan Ave.; New York, 73d St. & Broadway; 148 Chambers St. AGENCIES—Pittsburg, Consumers' Auto Supply Co.; Kansas City, Mo., Empire Tire & Rubber Co.; Atlanta, Ga., Dunham Rubber Co.; Cleveland, O., Motor Supply Agency Co.; Norfolk, Va., Wm. H. Grover; Denver, Denver Auto Goods Co.; Jacksonville, Fla., Savell Rubber Co.; Philadelphia, Penn Auto Supply Co.; Los Angeles, Cal., Pacific Elec. Wks.; Buffalo, N. Y., Empire Sales Co.; Minneapolis, Empire Tire & Rubber Co.; Savannah, Ga., Harris Tire Co.; New Orleans, La., H. A. Testard.

Pfanstiehl Motorcycle Coils

ARE GUARANTEED FOR 5 YEARS



Three reasons why you should be interested:

INDESTRUCTIBILITY
RELIABILITY
PRICE

The up-to-date coil; constructed along practical and scientific lines, by patented methods, enabling us to offer unusual advantages.

Pfanstiehl Electrical Laboratory
NORTH CHICAGO, ILL.

THERE IS BUT ONE HANDLE BAR

that affords comfort to all ages, sizes and conditions of mankind—

The Kelly Adjustable

THE STANDARD BAR OF THE WORLD

AFFORDS TWENTY-FIVE DIFFERENT POSITIONS

Any bicycle manufacturer will supply it if you insist

KELLY HANDLE BAR CO.
CLEVELAND, OHIO

Show Me That is what we like to hear because that means a man is open to conviction. We want to "show you" that we have the neatest designed, most powerful and lightest (consistent with strength) motorcycle on the American market.

Write us and we will be glad to "show you."

ARMAC MOTOR CO.
472 Carroll Ave. Chicago, Ill.

"A chain is no stronger than its weakest link"



There are no weak links
in the
DUCKWORTH ROLLER CHAINS

They have played no minor part in contributing to the reliability and satisfactoriness of both bicycles and motorcycles.

Every Live Dealer keeps them in stock.

DUCKWORTH CHAIN & MFG. CO., Springfield, Mass.

Now's the Time to Prepare for the Spring Overhauling

which means that the

DEALER AND REPAIRMAN

who has not laid in his stock of

Kokomo Bicycle Tires





should be up and doing.

Long years of experience have proven that no tires give greater satisfaction or offer so much value for the money.

And now that there is a

Kokomo Motorcycle Tire



also available the dealer and repairman are in position to bid for that trade with the same assurance of giving unstinted satisfaction.

KOKOMO RUBBER COMPANY, Kokomo, Ind.

If you knew you could materially add to the pleasure and satisfaction your customers will receive from the motorcycles you sell by specifying a certain tire as equipment, would you do it?

MORGAN & WRIGHT MOTORCYCLE TIRES

have certainly proven their ability to give the kind of service motorcyclists want.

They are made the way a tire must be made in order to give satisfactory service on a power-driven machine.

Bicycle tire materials and methods of constructions are all right in their place—but that place is certainly not on a motorcycle.

The driving and skidding strains of any power-driven machine, even tho it be a small motorcycle, demand tires made of heavy woven auto fabric and the wrapped shaped method of construction.

This method Morgan & Wright first introduced into motorcycle tire business and will adhere to during the coming year.

You are bound to make a big hit with your trade by specifying them on the machines you sell.

MORGAN & WRIGHT, Detroit

THE NEW CONNECTICUT MOTORCYCLE COIL

Thoroughly TESTED. Operated by Two Ordinary Dry Cells.

This, unlike other similar coils, is designed to be operated on three volts or two ordinary dry cells. The majority of coils, however, cannot be operated on less than three cells. Our principal aim in designing this coil was to devise a product which would be small in size and could be operated on two ordinary dry cells, inasmuch as this construction would materially reduce battery maintenance, be much neater in appearance, and require much less space, which at best is limited on a motorcycle.



In actual test these coils have given more mileage from two ordinary dry cells than could be secured by other coils operating on three special batteries. Furthermore, the coil produced more power on the high speeds and it was quite noticeable that the motors would start more readily in cold weather, due of course, to the exceedingly hot spark produced by this coil.

The internal construction is radically different from the average cycle coil, and we feel confident that in this coil we have solved the motorcycle coil problem so far as battery ignition is concerned. There is no question but what it is far superior to any motorcycle coil thus far placed on the market, and while the price may be a little higher, it will be found far cheaper in the long run. This coil is made up for both one and two cylinder engines.

SEND FOR CATALOG U

Connecticut Telephone & Electric Co., Inc. 85 Britannia Street Meriden, Conn., U. S. A.

THE EXCELSIOR AUTO-CYCLE



LOW SADDLE POSITION-LONG WHEEL BASE-LOW DISPOSITION OF WEIGHT

A Few of the Many Points Wherein

THE EXCELSIOR EXCELS

A POWERFUL, SILENT, VIBRATIONLESS MOTOR that is big enough for the job and does not wear itself out by excessive speed to meet the overload.

A STRAIGHT LINE FRAME that is built on scientific lines, with every point of stress properly reinforced, not merely a collection of tubing bent to dodge the motor and accessories and heavy enough to hold up by main strength and awkwardness.

A LOW, COMFORTABLE SADDLE POSITION that lowers the center of gravity, eliminates skidding and makes the Excelsior Auto-Cycle the touring car of motorcycles.

A SHOCK-ABSORBING FRONT FORK that acts along the line of impact, that overcomes all road irregularities without jolt or jar.

A LUBRICATING SYSTEM that places an abundant quantity of oil where it is needed and keeps it there and not on the outside of the machine or the rider.

AN ACCESSIBLE MACHINE, in which all parts may be reached with the least possible interference with any other part, and the wheels removed without interference with mud guards or other accessories.

INDEPENDENT BELT AND CHAIN ADJUSTMENT, whereby both belt and chain may be kept at proper tension.

LOW SADDLE POSITION AND FREE MOTOR, enabling the rider to stop at will without stopping the motor, rest comfortably in the saddle with both feet on the ground, and proceed by merely advancing the tension lever and replacing the feet upon the pedals.

A MACHINE THAT IS SOLD AT A FIXED AND INVARIABLE PRICE by established dealers only, thereby protecting the buyer from depreciation in value through price-cutting by overstocked dealers or curbstone brokers.

A machine that is backed by the financial strength, factory facilities and sterling reputation of a company that has been in business since 1876.

Our new catalog, MC 29, gives full details. Write for it today.

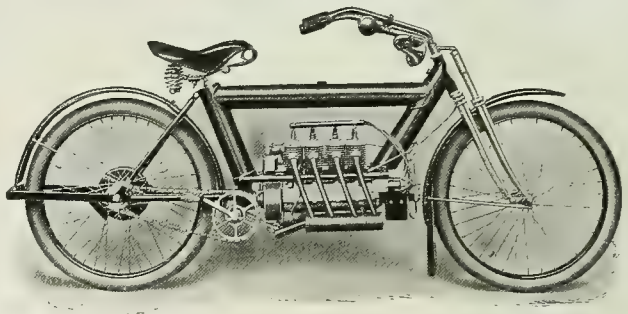
EXCELSIOR SUPPLY CO., 233-237 Randolph St., Chicago, Ill.

ESTABLISHED 1876

Pierce Bicycles

NEVER before have we offered to the trade such a complete line of models as we now have, and, incidentally, our line is more complete than that of any other manufacturer. Pierce agencies exist in all parts of the country and all our dealers make money. If you want the agency, write us at once; it will mean profits to you.

VIBRATIONLESS MOTORCYCLE



MOTORCYCLE dealers and riders all over the country are turning to the Pierce 4 cylinder. Every other make is compared to it as the standard. The material and workmanship in the Pierce is so high class that the marvel is how the price can be so moderate. There are so many features, and distinctive ones, too—that we can only tell the tale completely in our booklet. If you are a rider ask for booklet; if a dealer apply for agency.

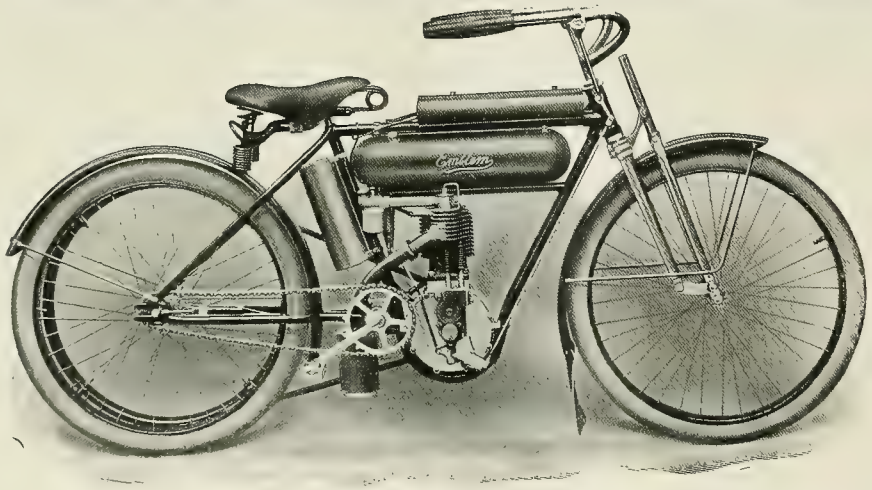
Remember we can give you *Chain or Chainless, Cushion or Rigid, Light or Heavy*

THE PIERCE CYCLE COMPANY

OAKLAND — 5 Hanover Street, Buffalo, N. Y. — DENVER

EMBLEM MOTORCYCLES

PRODUCT OF CO-OPERATIVE LABOR



3½ H.P. BELT DRIVE
SPRING FORK **Price $175**

4 H.P. LOW FRAME
28 Inch Wheels **Price $200**

BALL BEARING MOTORS
OF OUR OWN MAKE

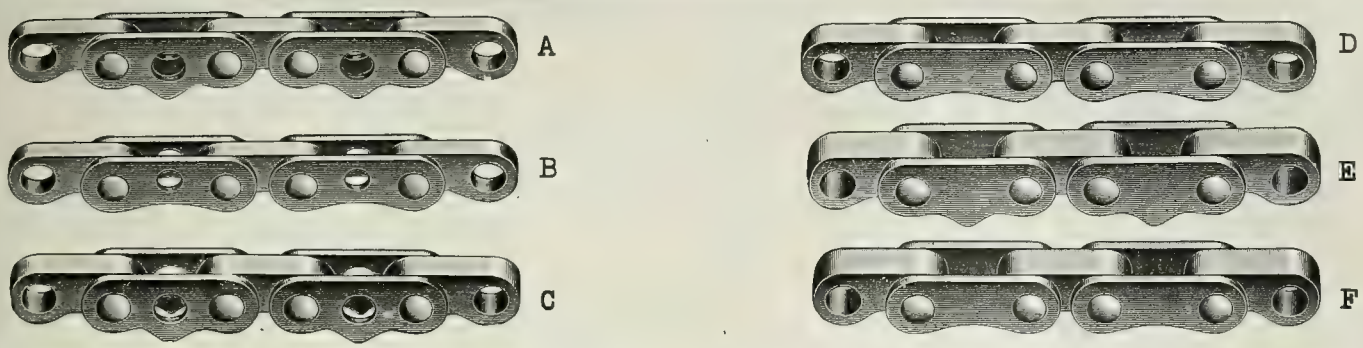
TRIANGULAR
REINFORCED TUBE
(OUR OWN MAKE)
Is Used in Emblem Motorcycles

EMBLEM SPRING FORK
Makes Riding Enjoyable

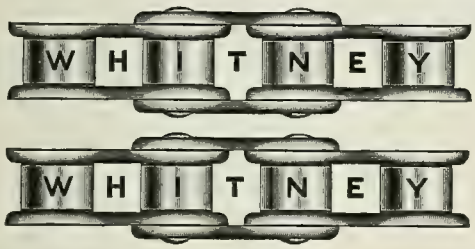
Our Line is the Best Agency Proposition for 1909. Catalogues on Application.

EMBLEM MFG. COMPANY, Angola, N.Y., U.S.A.

DISTRIBUTORS—Manufacturers Supply Co., 418 Arch St., Philadelphia, Pa., for Delaware, Maryland and Southern New Jersey; John T. Bill & Co., Los Angeles, Cal., for Southern California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah.



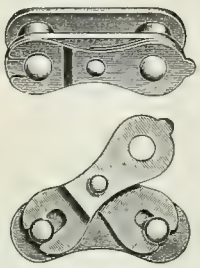
With a new equipment of special machinery and tools we are again making a great specialty of Block Chains for Bicycles and Machine Drives.



INVESTIGATE

Our New Roller Chains 5/8" Pitch

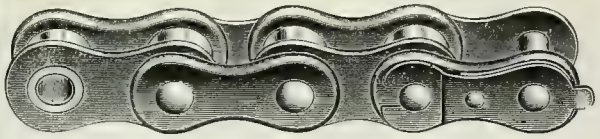
For Motorcycles, Etc.

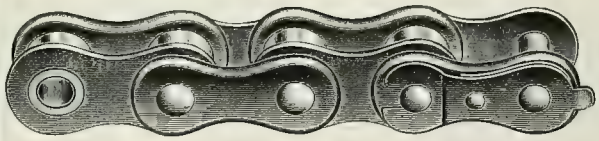


New Patent Safety Connecting Links

For Bicycle and Motorcycle Chains









VIEW IN CHAIN DEPARTMENT

"Whitney" Chains

ARE MADE IN ONE OF THE MOST MODERN OF AMERICAN FIRE-PROOF FACTORIES

The Whitney Mfg. Co.

HARTFORD, CONN.

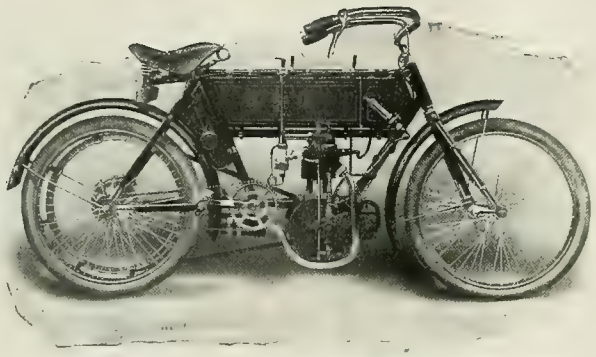
AS USUAL

when it comes to actual

RELIABILITY

IT'S THE

NSU



3½ H. P. SINGLE CYL. STANDARD TOURING MODEL

IN the recent quarterly trials of the New York Motorcycle Club, the only motorcycles to finish in both classes were

N. S. U.'s

Class A (N. S. U. 3 3-4 H. P. Single Cylinder F. A. M. Model) **WINS**

Class B (N. S. U. 6 H. P. Twin Cylinder Standard Touring Model) **WINS**

TWO GOLD MEDALS

As in the F. A. M. Endurance Contest of 1908, the N. S. U. again proves its unequalled reliability over all other makes. The course of 160 miles over the worst roads motorcycles ever traveled, two feet deep in mud, with steep and winding hills, was successfully covered by only two N. S. U. Motorcycles. Don't you think it would pay you to ride a proven product such as the N. S. U.? It's so simple, so reliable, so economic, so thoroughly correct in design that it has proven a pleasant surprise to the most skeptical purchaser.

Write for Catalogue "B"
Agencies still being placed

N. S. U. MOTOR COMPANY
206 West 76th Street, New York City

AS THE

PERSONS MANUFACTURING CO.

WORCESTER, MASS.

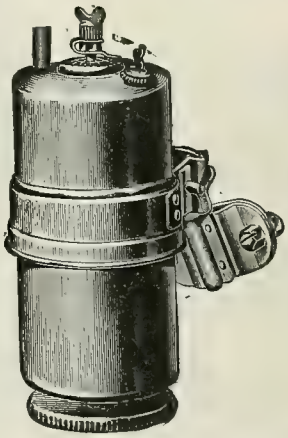
NEVER ENGAGED IN THE SCRAMBLE

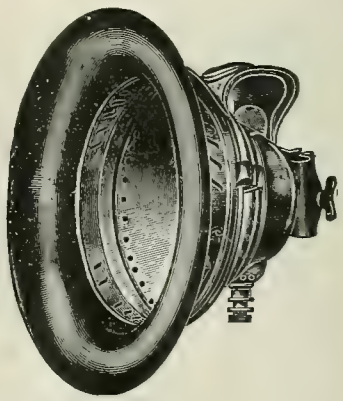
for the cheap saddle trade, but always applied itself to the production of saddles of comfort and quality, which means suspension saddles, it is not strange that those makers who devoted themselves to the fashioning of hard-as-brick saddles on the not-how-good-but-how-cheap plan, and who now are TRYING to build suspension saddles on the same plan should be so wholly unable to compete or compare with the Persons product. The taint of cheapness, or of questionable quality was never associated with a Persons saddle. That is why it is today recognized as a credit to any bicycle or motorcycle to which it may be applied, and why it is a part of the equipment of those machines in the production of which the pinching of pennies does not play a part.

It's the Man Who Rides Who Knows

that the best lamps are none too good for motorcycles.

Our lamps, the result of long experience and expert workmanship, ARE THE BEST, and we are sure your opinion will be the same after you have tried them.





This is set 55 A and B, consisting of Lamp and Generator. Price, $6.50.

THE MOTOR CAR EQUIPMENT CO.

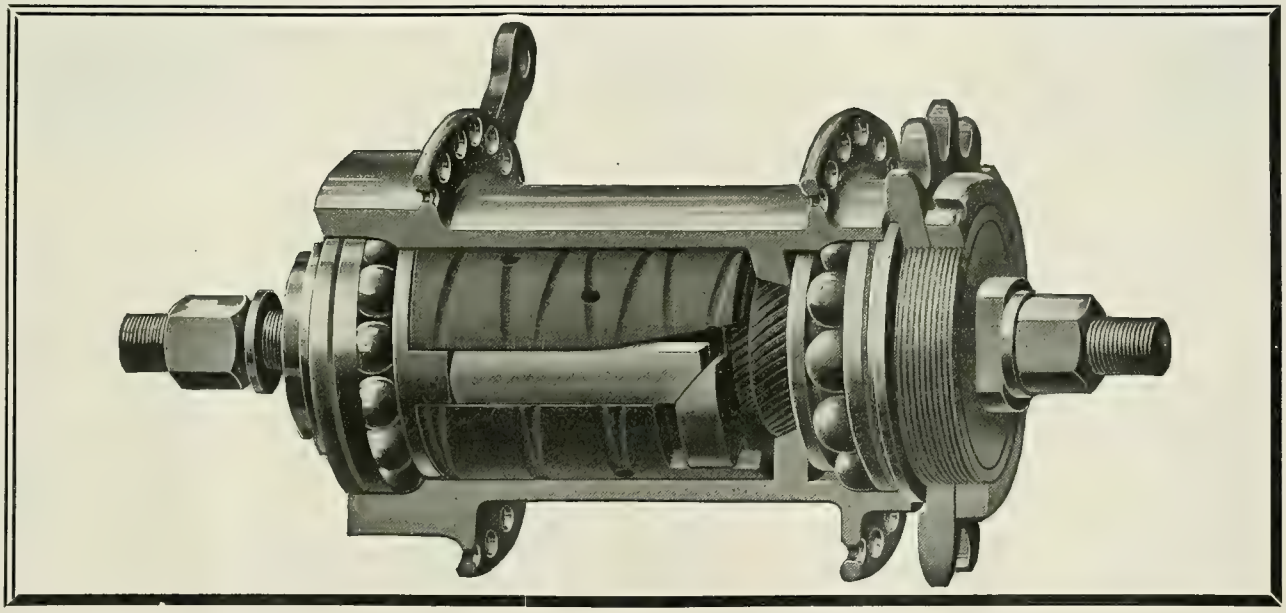
1727 Broadway **NEW YORK** 55 Warren St.

SEND FOR OUR "SPECIAL" CATALOG.

The Motor Shows Are Over

and if they served to indicate anything it was to indicate

THE SWING TOWARD THE ECLIPSE COASTER BRAKE



NO man versed in mechanics can fail to recognize the superiority of Eclipse principle and construction. We believe that all who are building motorcycles RECOGNIZE the truth and the number who not only recognize it but who ADMIT the truth by using the Eclipse is growing with the days. At the motor shows the Eclipse motorcycle brake was clearly in the majority, and at the Keene (N. H.) bicycle and motorcycle show the Eclipse product outnumbered the nearest competitor by two to one.

ECLIPSE MACHINE CO., ELMIRA, N. Y.

Licensed Coaster Brake Manufacturers.

The Musselman Automatic Coaster and Brake



"A child can put it together."

The brake without the Side-arm

STRONG
SMALL
SIMPLE
LIGHT
POSITIVE
SENSITIVE

The brake without the Lock-washer



"Weighs only 25 ounces."

MADE ONLY BY

THE MIAMI CYCLE & MFG. CO., Middletown, Ohio

LICENSED COASTER BRAKE MANUFACTURERS.

Hudson Hudson

THE HUDSON Advertising Campaign

Has Started

WE ARE CREATING THE DEMAND for our agents, and they receive all the benefit, for we advertise for them and to help them. You can have your full share by taking an agency. Write for particulars and we will also send you copies of the Hudson Magazine "ads" showing what we do to help our agents.

The Miami Cycle & Mfg. Co. MIDDLETOWN OHIO

DISTRIBUTORS:

BAKER & HAMILTON San Francisco, Cal.
J. W. GRADY & CO., Worcester, Mass.
ELYEA-AUSTELL CO., Atlanta, Ga.
HAVERFORD CYCLE CO., Philadelphia, Washington, D. C., and Buffalo.
NEW YORK SPORTING GOODS CO., New York, N. Y.

Hudson Hudson

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED ·1877·

Volume LVIII | New York, U. S. A., Saturday, March 20, 1909. | No. 26

REPAIR SHOP WAS NOT PROTECTED

Dealer Who Suffered by Fire Finds His Insurance Policy Did Not Cover Everything—Court so Decides.

In the case of Benders vs. the Mutual Fire Insurance Co., which was tried in Philadelphia last week, a decision in favor of the defendant was handed down which is of far reaching importance to all who may be engaged in the sale and repair of bicycles and motorcycles and which should move them to scrutinize their insurance policies.

John Benders, a Philadelphia dealer and repairman, suffered a fire in November last which practically destroyed both his repair shop and his stock of bicycles and motorcycles. He was insured for $600 in the Mutual Fire Insurance Co. of Detroit, and promptly filed a claim for that amount. The company took the limit of 60 days permitted by the policy and then offered Benders $200 in settlement. He refused it and instituted suit for the full amount of the policy.

When the case was heard last week the insurance company set up as its defense that while the policy protected the stock, tools, fixtures, furniture and household goods, it did not cover the repair shop in which the fire started. The court sustained this contention and accordingly gave judgment for the defendant.

New Cyclery Opens in Providence.

J. S. Nisbett and J. C. Loftes, two young graduates from B. A. Swenson's establishment in Providence, R. I., have gone into business for themselves at 690 Public street in that city. They are operating as the Elmwood Cyclery at that address and are handling both pedicycles and motorcycles.

Jordan & Sanders Quit Business.

George H. Schmidt, of the Southside Cycle Co., St. Louis, Mo., has purchased the long established business of Jordan & Sanders, at 3923 Olive street, and will continue it at that address. Jordan & Sanders comprised about the last sign of the old cycling regime which made St. Louis such a hotbed of interest 20 years ago and after their long association the partners have parted company, Jordan going to Chicago and Sanders remaining in St. Louis; both men, however, have engaged with automobile concerns.

Brooklyn Firm Adds a Second Store.

Lind & Bennett, Brooklyn, N. Y., have opened a second store in that borough at 446 Dean street, which is a step removed from Flatbush avenue, and where they will handle Pierce and Victor bicycles and Thor motorcycles. Their other store at Sixth avenue and Thirteenth street will be continued as heretofore.

St. Louis Dealer Designs New Twin.

F. J. Clarke, who operates as the Clarke Motor, Cycle & Auto Repair Co., at 1814 Chestnut street, St. Louis, Mo., is building a 10 horsepower twin motorcycle which he expects to market on a limited scale. It incorporates several features of his own origination.

Johnston Gets the Whole of Texas.

F. A. Johnston, of Fort Worth, Tex., has embarked in the motorcycle business in that city, having secured the State agency for the Yale. Johnston went to Texas from Colorado Springs, Colo., where he first acquired motorcycle experience.

Hauck & Sons "Take on" Motorcycles.

Adam Hauck & Sons Co., Buffalo, N. Y., who in the heydey of cycling cut a considerable figure in the trade of that city, have seen the light again and have taken on motorcycles. They will handle the Greyhound.

To Sell Motorcycles in South Dakota.

Bushnell Bros. is the style of a new firm which has engaged in the motorcycle business in Aberdeen, S. D. It is composed of Paul and Frederick Bushnell.

IMPORT DUTIES REMAIN UNALTERED

Revised Tariff Retains Present Rates on Cycles, Motorcycles and Tires—Tubing and Magnetos are Reduced.

If the revised tariff which was introduced into Congress on Wednesday last is adopted—and so far as concerns cycles of all sorts there is small doubt of it—the cost of bringing foreign bicycles and motorcycles into the United States will remain as at present, i. e., 45 per cent. ad valorem.

The recommendation of the revision committee is that the duty on those goods and the parts thereof remain unchanged, but for the first time the tariff will contain the specific classification "motorcycles and parts thereof"; when the existing tariff was formulated no motorcycles were being produced, which also was the case with automobiles which likewise are specifically listed in the new document.

Automobiles, motorcycles and bicycles form paragraph 140 of the tariff in Schedule C, applying to "Metals and Manufactures of," as follows:

140. Automobiles and parts thereof, bicycles and parts thereof, and motorcycles and parts thereof, 45 per centum ad valorem.

The duty on tires and other articles of india rubber remains at 30 per cent. and while large reductions are made on iron and steel and some of the manufactures thereof, about the only one of concern to the cycle trade is that affecting steel tubing, the duty on which is reduced from 35 to 30 per cent. ad valorem. Leather, such as is used in saddle tops, is pared from 20 to 15 per cent. For the first time, electrical apparatus and machinery are listed in the tariff and at 30 per cent. ad valorem, which would seem to reduce the duty on magnetos, among other things, on which at present a duty of 45 per cent. is imposed.

The most unexpected feature of the bill is a new section which serves notice on such countries as Great Britain and Ger-

many that two can play at the game of nullifying patents granted to foreigners and of forcing the latter to build factories or otherwise manufacture the goods covered by their patents in order to preserve their rights. Through the medium of the new tariff bill, Uncle Sam lets it be known that whatever rules apply to patents granted by foreign countries to Americans will apply to patents he may grant to the subjects of such countries. The language of the section covering this radical step is as follows:

Section 41. That whenever a patent is issued by the United States to any citizen or subject of a foreign country it shall be subject with respect to manufacture thereunder in this country to all the limitations, conditions, and restrictions that are imposed by the country of said citizen or subject upon the manufacture in that country under patents issued therein to citizens of the United States.

How the British Patent Law Hurts.

"Taking the United Kingdom as an entirety, it would seem that the number of American manufacturers who have protected themselves by complying with the provisions of the law is very considerable, and represents a large amount of work taken from American workmen," reports American Consul Albert Halstead, of Birmingham, in regard to the observance of the British Patent and Design Act of 1907, which requires foreign patents to be worked wholly or adequately in the United Kingdom if they are to be protected by British patent laws. "But there must be a far greater number," he continues, "who have overlooked the importance of so doing, and who are thus risking the forfeiture of their patents and the manufacture of their articles in the United Kingdom by British firms and without compensation, even though their articles have not as yet been introduced into this market, because the British manufacturers are very will acquainted with the new law and are watching keenly for all such opportunities."

Soft Brush Best for Removing Dust.

For removing dust from the engine a thick, soft painter's brush will be found most suitable. The numerous bolts and projections around the motor are productive of profanity when waste is used.

Howlett Covers New England for Jones.

Harry S. Howlett has been appointed manager of the Jones Speedometer's New England branch in Boston. Heretofore Howlett has been identified with the tire trade in that territory.

Roberts to Travel for the Consolidated.

H. T. Roberts, the well known Rochester (N. Y.) motorcyclist, has engaged with the Consolidated Mfg. Co. He will travel the middle West in its interests.

American Motor Opens Buffalo Branch.

The American Motor Co. has opened a branch at 895 Main street, Buffalo, N. Y. It is in charge of L. E. French.

BICYCLE FOR DELIVERY SERVICE

Convenient Equipment of the New Miami Carry-all—Figures Showing Its Economy in Time and Expense.

Because of the manifest advantages existing in the use of the bicycle for commercial purposes and particularly for the delivery of light merchandise, the Miami Cycle & Mfg. Co., Middletown, O., has just brought out a new model especially designed for this purpose and embodying a number of features which render it particularly well suited for service of this class. European makers, and more especially English makers, already have



THE NEW MIAMI CARRY-ALL

found considerable use for machines of this sort, which are built extra strong and designed with due regard to providing carrying space for tradesmen's baskets.

The new Miami Carry-all, as it is styled, is better equipped in respect to carrying capacity than the common run of foreign machines, however, in that space is provided for a load both in front of and behind the rider. As the accompanying picture shows, the substantial racks of light metal are built into the machine, each of which is adapted to receive a special metallic basket which is 18 by 12 inches in length and breadth, and 10 inches high. The frame of the machine is of the double bar type, extra heavy in construction, yet contrived to avoid cumbersome lines. It is equipped with metal mudguards over both wheels, and carries the two-piece, drop-forged hanger, with four-arm spider. The wheel base is 44 inches, the wheels 28 inches, shod with 1½ inch tire or 1⅝ inch as an option, while the Musselman coaster brake also is offered as an option.

By way of clinching the advantages to the tradesman resulting from the employment of cycle delivery in place of the usual horse and wagon equipment, the Miami people quote from the experience of a Middletown grocer. Where the first cost of a horse and wagon is $250, two Carry-alls cost $90, thus saving $160. Upkeep of horse and wagon, amounts to $258 a year; and barn rent $20. In addition, the cost of a boy to drive the wagon amounts to $720, making a total of 11,002. The wears and tear on the bicycles comes to $12 a year, and the cost of boys, $700. The amount thus saved in operating expenses is $290, while the time saving is $120, making the total advantage just $410 a year where the horse service is supplanted, in addition to which deliveries are more rapidly accomplished.

History in an Artistic Poster.

Quite the largest and most unusual cycling poster sign that has seen the light during recent years just has been issued by the Pope Mfg. Co., on heavy cardboard, in four colors, 24x48 inches, and while in itself a handsome specimen of the lithographer's art and the pictorial design, is of real historic interest. It includes five men figures and five types of bicycles representing the five most important epochs in bicycle history.

The first contrivance is the "dandy horse," patented in France in 1813 by Baron van Drais, the machine being termed "Draisienne." It consists of two wheels, a connecting perch and steering bar, and was propelled by the two feet acting on the ground.

The second machine is the "hobby horse," invented by Kirkpatrick Macmillan, of Courthill, Dumfriesshire, in 1840. To Macmillan is given the honor of having first affixed cranks to the bicycle. These were attached to the rear wheel and connected with the pedals by driving rods.

The third bicycle is the "bone-shaker," in general use about the year 1868. This is the first machine which had cranks on the front wheel. It is a matter of dispute as to who is entitled to this honer. Michaux, a French carriage maker, is supposed to have first brought out the idea in 1855, but Pierre Lallement, another Frenchman, was the first patentee.

The fourth bicycle is the "ordinary" or high wheel machine, first brought to this country in 1876. In 1877 Col. A. A. Pope had one of these bicycles constructed for him by W. S. Atwell, of Boston, and in 1878 the Pope Mfg. Co. regularly began the manufacture of such bicycles.

The fifth machine is the safety of today, first brought out practically in 1885. This rear driving safety was first invented in 1879, but it was not until 1885 that the bicycle was put on the market.

Not less interesting than the machines are the men represented, each attired in the costume of the period, beginning with the tight moleskin trousers and top hat of 1818 and ending with the garb of today.

MULTIPLE JET CARBURETTERS

Theoretically Comparable with Two or Three Speed Gears—Wherein They Differ from the Single Jet Types.

The appearance this year of the multiple jet carburetter for motorcycle use has created a diversity of opinion, but whatever opinion may be held, it has served to call attention to the possibilities of the system. In the manner of its action, it may be likened to the two or three-speed transmission gear as opposed to the ideal and practically unattended infinitely variable gear. That is to say, believing that it is not possible to secure perfectly uniform regulation of the mixture at any and all speeds, certain experts incline to the use, if not of a separate carburetter for each one of a greater number of speeds, at least to the use of one for very high speeds and another for very low speeds, while at intermediate speeds, the two are made to work together.

In automobile practice this principle has been successfully applied in a number of instances, and in one noteworthy case, its use has encouraged the manufacturer to adopt the extraordinary motor rating of 30-60 horsepower. In answer to inquiries it is explained in this connection that the low speed jet enables the motor to produce only 30 horsepower by actual test, while when speeded up to its maximum working rate of revolution, the larger jet comes into action, and the power is increased to the higher figure named. But however that may be, the idea of side-stepping the difficulty of compensating the naturally rich mixture at high speeds by the use of an entirely separate carburetting device from that which is employed at low speeds, is sufficiently novel and plausible to provoke endless discussion.

The whole matter resolves itself into a question of whether the compensation of the mixture can be brought about successfully by the use of a single jet assisted by an automatic compensating or diluting arrangement, to counteract the tendency of the mixture to enrich itself to an impracticable degree when the sharp suction of very high speeds is developed. Many builders are convinced that this is possible, and that therefore no further experimentation is necessary. Others are not so sure; some of them, as already indicated, having adopted the expedient of the multiple speed carburetter as a means of avoiding the difficulty. As for the class of users, it is safe to say, that only a relatively small number of those really competent to judge will be found.

To go into the theory of the thing for the moment, suffice it to say that the requirement for compensation in the mixture, or in other words, the reason why a single fixed adjustment will not do for any and all conditions of speed and load is that in the formation of the gas three entirely distinct fluids are being handled simultaneously. First there is the air, which coming from the atmosphere, may be supposed to respond to the influence of the suction, practically without delay, and with little or no tendency either to "lag" behind the suction impulse, or "bank up" against the valve at the instant of closure, though, of course, this depends somewhat upon the relative areas of the various ports and passages. Second, there is the fuel, which is vastly heavier than the air, and which must be lifted through an appreciable, though very small, height, in order to remove it from the jet and spray it into the mixing chamber. The third fluid to be handled, is the gas itself, which being composed of a mixture of fuel vapor and air, partakes in the matter of density of the properties of both ingredients.

When the suction stroke commences, it may be supposed that the inrush of air to the carburetter begins at once, and that the incoming air has a velocity which is pretty nearly equal that of the piston. The fuel, on the other hand, does not commence to flow from the orifice of the jet until the flow of air has become sufficiently well establish to create a partial vacuum about the jet, and finally to overcome its inertia and lift the mass of the fuel itself. Thus there is a very slight lag between the instant of commencement of the suction, and the instant when the flow of fuel commences. Similarly, when the inlet valve closes and suction ceases, the inrush of air may be supposed to stop at once, while the flow of fuel, owing to the latter's greater weight, tends to continue for an instant, in what amounts to a surging of the fuel, or in other words, a slopping from the mouth of the jet.

Evidently the amount of lag of the fuel behind the air, as well as the amount lifted must depend upon the velocity of the air, since it is this flow which creates the partial vacuum upon which the lifting and carburetting action depends. But the velocity of the air depends upon two things. First, it depends upon the velocity of the piston, which is to say, the speed of the motor, and second, it depends upon the area of the opening through which it is admitted to the mixing chamber. As the speed of the piston varies, then, the velocity of the air must vary proportionately, while the velocity of fuel flow from the jet also varies, but in different degree, owing to the difference in density between the air and fuel. Thus at very high speeds and consequently high degrees of suction, more fuel is lifted than at low speeds and low suctions. The result is, that other things being equal, more fuel is lifted in proportion to the air at high than at low engine speeds.

Thus the tendency of the simple carburetter is to draw either too weak a mixture at low speeds, or too rich a mixture at high speeds, according to the way in which it has been adjusted. Nor can this difficulty be remedied by the first of the two methods of altering the velocity of the incoming air —which is the medium by which the fuel flow may be controlled most naturally. Failing this, the common method is to vary the velocity of the air by increasing the port area at the inlet when high speeds are attained. This is done most frequently by permitting an automatic air valve to be lifted from its seat by the very force of the increased suction.

Unfortunately, though the theory of this arrangement is very nice and not at all complicated, it is a fact well demonstrated, that the adjustment of these automatic valves is a matter affording considerable difficulty to the average user, while there always is a tendency which is more or less pronounced, for the valves to become clogged, for the springs to lose their adjustment, and for the carburetter to fail of its automatism for one or the other of these reasons. More than that, it is extremely difficult to design an automatic attachment in such a way, that affording proper compensation at any given speed, it will hold the quality of the mixture constant throughout the speed range.

Because of all these troubles, some carburetter experts incline toward the use of the multiple jet or multiple speed carburetter, as it has been called, which is nothing more nor less than a series of two or more simple carburetters arranged to feed into a single intake pipe, and each adjusted to work to best advantage at a single given speed. Then, by means of a suitable throttle contrivance, it is made possible to use only one carburetter at very low speeds and light engine loads, but as the speed or load increases and so the demand for a greater quantity of gas is manifest by the motor, to cut in the second or second and third carburetter in order to complete the required order for gas sent out by the cylinders, without at the same time altering its quality.

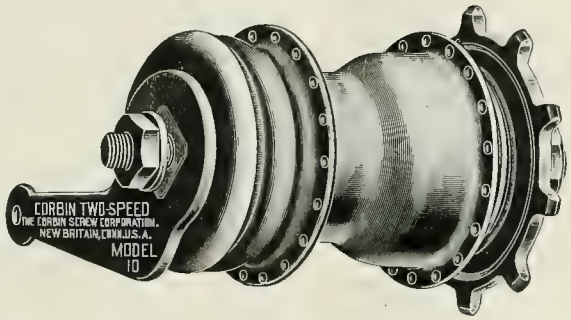
In this way, by a system of cross adjustment, as it were, it is thought that far better results may be obtained than by the ordinary methods of compensation with single jet delivery of the fuel. By regulating the slow-running jet for slow speeds only, and proportioning the auxiliary jets and air ports in such a way that they will deliver a weak mixture at high speeds, the tendency of the small jet to over-enrich the gas at high speeds may be automatically compensated. Or, the throttle may be arranged to cut out the low speed jet altogether at high speeds.

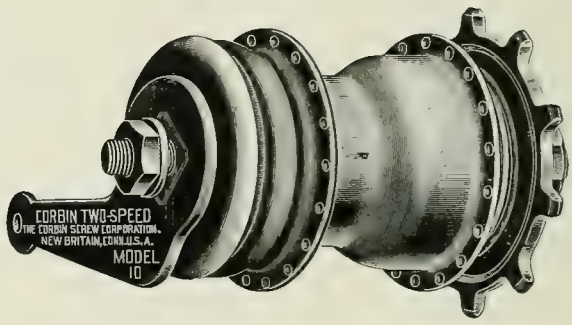
At all events, the principle is as explained, no matter in what guise the multiple jet idea appears, and the result to the user in the matter of operation is the same as with the ordinary compensating type of carburetter, since the device takes care of itself at all speeds. Whether in the course of time it will be found that the most advantageous method of compensating is this, or whether some more perfect system of compensating by dilution will be perfected, time alone will tell.

In Reaching Out for New Business

the dealer should not overlook
the

Corbin Two-Speed Coaster Brake





There are thousands of riders to whom such a device affording both a high and a low gear (the latter so helpful in hill climbing and in "bucking the wind") will strongly appeal if it is but properly brought to their attention. This is the time of year when lots of such new business can be created.

CORBIN SCREW CORPORATION

New Britain, Conn., U. S. A.

LICENSED COASTER BRAKE MANUFACTURERS.

THE BICYCLING WORLD and MOTORCYCLE REVIEW
FOUNDED 1877

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NEW YORK, MARCH 20, 1909.

One Way to Suppress the Nuisance.

Despite all that has been said and written regarding the evils and effects of the open muffler, that nuisance still is very much with us and shows no sign of abatement.

On Sunday evening last in New York, when upper Broadway was alive with people, it seemed as if every other motorcyclist who passed had his muffler wide open, the irritating noise calling attention to the feature of motorcycling that is most disagreeably and most firmly fixed in the public mind. In not one instance that came under our observation was there the slightest need for opening the noise producing device, for the roadway was hard and smooth and the grades gentle.

Most of the offenders were young, it is true, but it was evident that they were not new riders, and their use of the open muffler was apparently largely due to the same spirit and makes the rattle a favorite toy for infants. In nearly every case it will be found that either this "I like the noise" excuse or a vainglorious desire to attract attention to one's self is the mainspring of the nuisance, the suppression of which would serve so many good purposes and so greatly further the popularity of motorcycles. It is a mean, petty, selfish spirit and no measure that will assist in suppressing it will prove too drastic.

That the evil is widespread is well known and that the crusade against it has had no more effect elsewhere than it has had in New York is made evident by recent expressions from other points. Thus, the Gazette of San Antonio, Texas, remarks: "If Maxim's new noise absorber could be attached to motorcycles, everybody would agree that it was a valuable invention." And from Pennsylvania comes word that the noise nuisance coupled with scorching has served to minimize the efforts to obtain legislative relief. The Governor himself is said to have denounced the motorcycle as a worse nuisance than the automobile, and to have stated that he would veto any measure that sought to relieve them of conspicuous identification tags or to reduce the penalties for infractions of the law; the general opinion that prevailed is that motorcycles are "pesky nuisances," and undoubtedly the open muffler chiefly is responsible for it, and with the increase of motorcycles the opinion is likely to spread far.

Since the manufacturers who recognize and admit the damaging effect of the nuisance will not take the bull by the horns, so to speak, and produce only closed mufflers, and since there are so many riders whose vanity or liking for noise exceeds their regard for common decency, it is up to some one to make examples of a few offenders by having them arrested for committing a nuisance, or as common nuisances, which is the term that correctly describes them. We believe that they would be held on such a charge and it will require but a few arrests quickly to subdue, if it does not entirely suppress, the offense.

It is to be hoped that something of the sort will come to pass before the season is in full swing. Nothing else promises relief and the relief must come quickly to save or establish the good repute of motorcycling.

The difference between walking and cycling, that is, between the sports of pedestrianism and cycle racing and their respective influences on the public minds—and pocketbooks—had a graphic illustration in one of last week's events. Inspired by the remarkable and long continued success of the annual six day bicycle race in Madison Square Garden, New York, ambitious promoters fathered a six days go as you please international walking match which occupied the boards of the Garden during the entire six days; but instead of playing to packed houses and wildly cheering thousands each night, as is the rule during the bicycle race, the walkers performed to vacant chairs and a real hearty cheer probably would have brought the weary plodders to a halt. For all that New York knew of or cared for the dreary contest it may as well have taken place in Kankakee or Keokuk. It is but another apt illustration of the fact that there is no sport so truly interesting or that affords so much real excitement as a bicycle race. In all other sports close and fighting finishes are the exception; in cycle racing they are the rule.

The attitude of the professional riders who are holding out for "inducements" from the Newark (N. J.) track management suggests that not inapt exclamation, "It is to laugh!" In other spheres men are only too glad to be given an opportunity to earn their livelihoods and in some walks of life even to pay for such opportunities. If the "hold-up men" carry out their threats to go elsewhere and the Newark management does not make its program top heavy with Kramerized events, new blood will be developed and the sport in the East should be more refreshing than usual—and possibly the bogus amateurs may pluck up sufficient courage to compete in the class to which properly they belong.

The Boston show appears to have had a queer effect on our esteemed contemporary, the more or less illustrated Motorcycle. If we correctly understand its report of the show, the principal exhibits in the motorcycle section were not the machines, but the salesmen and factory representatives in attendance, all of whom were either big, bright, brilliant or beautiful, or otherwise deserving of taffied adjectives. Molasses may be useful for catching flies and may prove grateful to the vanity of the weaker members of the human family, but when it is spread so thickly over a business function as to hide all else, it is likely to have the same effect as mustard water on even strong stomachs.

The "oldest motorcyclist" has made his appearance. England claims him. He is aged 70 years. Next!

MUD OVERWHELMS MOTORCYCLISTS

New York Club's First Quarterly Trial Proves Sorry Affair—Only Two Survivors and No Clean Scores.

When anyone undertakes to conduct a road event in this part of the country during the month of March he is more likely to reap regrets than successes. It is about the roughest and most capricious month of the year, and however paved streets may appear, the country roads usually are deep either in snow or mud. When Capt. Chapple, of the New York Motorcycle Club, hit upon the idea of instituting quarterly trials, such as are conducted in more favored climates and on the more favorable roads abroad, these facts were brought out in an endeavor to dissuade him, but as March represents the last month of the first quarter he felt that there was no way of beating the calendar, so the first trial occurred on Sunday last, 13th inst. It was open to all and sanctioned by the F. A. M. It consisted of a run from New York to Poughkeepsie and back, about 155 miles, on a 15 miles an hour schedule, in which were included two hill climbing tests en route, and an economy test. It cannot be said that the event furthered the interests of motorcycling.

The day was in keeping with the reputation of March. It did not rain, hail or snow, although several times it tried to do so, but it was raw and blustering, and rain the night before had turned the roads into a sorry mess. There were miles of it in which the mud came over the rims of the wheels and where there was no deep mud the macadam road was akin to a trail of grease.

Only 16 men cared to enter and of the 16, but 10 started, as follows: In class A, for singles—Walter Goerke, 2¼ Indian; H. J. Wehman, 3 Curtiss; Leroy Cook, 3½ M-M; A. Kreuder, 3 M-M; J. McKeever, 3 M-M; and Fred Voelker, 3¾ N. S. U.. In class B, for multicylinders—A. G. Chapple, 5 Indian; Harry Mapp, 5 Indian; Harold B. Lyon, 6 N. S. U.; David Molin, 6 N. S. U.; and G. C. Davis, 6 Curtiss.

It was such a disspiriting affair that not much is to be said of it. As a contest it practically was a fizzle. Of the 10 starters but two finished, Voelker, in Class A, and Lyon, in Class B, and the management of the affair was so loosely knit that it was full of flaws. No one obtained a perfect score. According to the official count Voelker and Lyon, who rode in company, each rolled up a score of 962 points. They were 38 minutes late in reaching Poughkeepsie, and therefore lost 38 points. Wehman was the only man to arrive at that point on time, but a hard fall had smashed his belt pulley and exhaust valve lift, and he was forced to retire. Chapple and Goerke reached Poughkeepsie more than an hour late, and also chucked it at that point. Chapple had fallen and broken his grip control. He and Goerke had set their carburetters for economy and had "cut it so fine" that they had trouble on some of the grades. Cook also arrived at Poughkeepsie hours behind. He had started late and had a lot of belt as well as mud trouble, but persevered; he lost his way in the dark on the return trip and also retired.

Mapp got mixed up with a trolley car in the fog about 25 miles out, and all of the others were late and cried "enough" at Peekskill (44) miles, the first control. Mud or tire trouble or both are given as the reasons. Apparently no one suffered mechanical troubles.

Whatever glory results from the ill-timed and ill-starred contest of course belongs to Voelker and Lyon, and was well earned. Falls, of course, were numerous, and one of the hardest was sustained by Voelker. It bent his bars and pulley rim and a crank, and he seemed out of it after leaving Peekskill on the up trip, but he repaired the damage and pressed on, making the return trip on time. In the matter of economy Voelker used 3 gallons of gasolene and Lyon 3½ gallons.

Concerning the Brake Arm Strap.

When it becomes necessary to remove the rear wheel from the frame, and the necessary operations have been performed, it is safe to say that nine out of ten riders forget to disconnect the brake arm strap until they are forcibly reminded of it by the resistance which it offers to their efforts to slip the wheel out of the frame.

While armless coaster brakes for bicycles now are available, a man with a mechanical bent suggests that motorcycle manufacturers easily may eliminate also the strap by incorporating in their frame a slotted lug or fork brazed to the lower stay into which the brake arm would slip, when the wheel was inserted in the frame and which would hold it recurely without requiring a supplementary means of fastening.

The same motorcyclist suggests also that the warm reception accorded the knockout front axle should point the way to an axle of the same sort for the rear wheel. As it is the tire on the latter wheel that most frequently requires attention and removal a knockout axle would immensely facilitate the work.

About the Mismating of Parts.

For the benefit of those riders who in the past have been riding machines with 28 inch wheels and have transferred their affections to 26 inch, it is well to point out that the spare inner tube should be changed to correspond with the smaller wheel diameter. Instances might be cited in which riders have changed to 26 inch wheels and carried a 28 inch tube for several days before the matter was brought home to them. In one case a blowout revealed that the spare tube which was relied on for just such emergencies was too large for the tire.

COMING EVENTS

March 21, Los Angeles, Cal.—Los Angeles Motorcycle Club's race meet at saucer track; open.

March 22, New York City—Bicycle races and games at the Twenty-second Regiment armory.

March 23-26, Daytona, Fla.—Florida East Coast Automobile Association's annual speed carnival, including bicycle and motorcycle events; open.

April 2, Buffalo, N. Y.—Bicycle races and games at Sixty-fifth Regiment armory; open.

April 4, Valley Stream, N. Y.—International Cycle Association's 10 miles handicap road race; open.

April 11, San Antonio, Texas—San Antonio Cycling Club's annual 11 miles Mission Loop race; open.

April 25, Brooklyn, N. Y.—Eastern Division Century Road Club Association's annual spring century run; open.

May 9, Jersey City, N. J.—New Jersey Division C. R. C. of A's annual spring century run; open.

May 16, Brooklyn, N. Y.—Century Road Club of America's spring century run; open.

May 30, Plainfield, N. J.—Plainfield Cycling Club's 25 miles handicap road race; open.

June 8, Newport, Ind.—Danville (Ill.) Motorcycle Club's hill climbing contest; open.

June 13, Valley Stream, N. Y.—Roy Wheelmen's First bicycle Marathon (26 miles 385 yards); open.

While on the subject of tires it may be well to recall also that American pump connections will not fit foreign valves. Riders who have neglected to bear this fact in mind have had it forcibly impressed on them when punctures have occurred.

How to Remove a Tight Carbide Pot.

Often when it is desired to clean and recharge gas lamps with the self-contained carbide holder it will be found quite difficult to unscrew the carbide pot. It is customary to screw them on tight in order to insure a gas tight joint around the threads and they tend to become set. If a few strips of fresh tape be wrapped around the carbide holder a good grip can be obtained and the container easily removed.

Loose Transmission for Muddy Roads.

When soft mud or greasy roads are encountered they can be negotiated much easier if the belt or compensating sprocket be loosened slightly more than in normal running. The softer impulses and smoother drive will largely counteract the tendency to skid.

MADE MINCE MEAT OF OLD RECORDS

Derosier and Huyck Vie with Lightning at Los Angeles's Opening—Derosier Does Mile in 47⅘ Seconds.

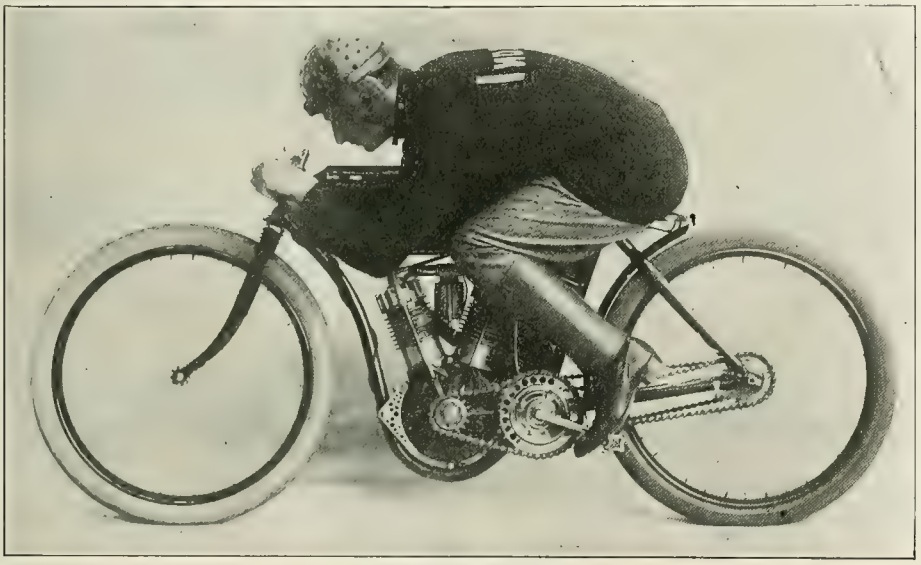
PROFESSIONAL—JACOB DEROSIER

Distance.	Time.	Average per mile.	Old record.
1	0:47⅘	0:47⅘	0:56
2	1:40	0:50	2:05
3	2:28⅖	0:49⅖	3:01⅗
5	4:09⅖	0:49⅘	5:25

AMATEUR—FRED HUYCK

3	2:37⅖	0:52⅖	2:48⅗
5	4:11⅖	0:50⅘	4:38⅗

If it is true, as was stated by the Los Angeles papers, that Jacob Derosier refused to associate with the other riders in Los Ankeles, Cal., there may have been method in Jacob's madness. He has long insisted that motorcyclists who race on large tracks are not "scientific riders," and as he himself is a marvel on small saucers, it may be that the crafty chap did not mean to give any of the others "points" in scientific racing. However that may be, at the opening of Prince's Coliseum in Los Angeles on Sunday last, 13th inst., Derosier proved so fast that he should have been in a class by himself. He wiped the boards clean in the professional events and accounted for the most marvellous flights ever made by any sort of vehicle upon a circular course of any kind. In the amateur class Fred Huyck sustained his reputation and put up some lightning like records.



JACOB DEROSIER

Jack Prince's prediction that on his 3½ lap track world's records would fall like chaff before a cyclone, did not go wrong and it was fortunate that the remarkable flights occurred, as they saved the day, which was marked by poor management. There were innumerable delays in getting the events started and, as stated, had it not been for Derosier's wonderful riding the 5,000 spectators present would have felt like demanding their money back. As it was Derosier broke all world's record from one to five miles inclusive. In a trial against time Derosier covered a mile in 47⅘; in the qualifying heat of the five miles scratch he covered two miles in 1:40, and in the final heat of five miles skimmed around the pine boards in 4:09⅖. In the three miles handicap he rode from scratch in the marvellous time of 2:28⅖. These are all world's records and the most astounding performances every recorded. The inexperience of the amateur riders did not permit of such wonderful performances as took place in the races for their cash-chasing brethren, but two world's records were wiped from the slate.

In the five miles handicap, Huyck, the honor marker, covered the distance in 4:11⅖, breaking his old record of 4:38⅗, made in Los Angeles last November. In the three miles scratch this young Chicago cyclone was clocked in 2:37⅖, his old record being 2:48⅗.

Derosier began his record-smashing performance in the two miles qualifying heat of the five miles professional scratch. "Eddie" Lingfelder on a 4 horsepower Thor, and Arthur Mitchel, 6 horsepower N. S. U., lined up with Derosier and the trio got away in a bunch. Derosier bulleted around the curves faster than the fastest express train and flashed across the tape in 1:40. The old record for the distance was 2:05, made on the Clifton Stadium. Paul Derkum and T. M. Samuelson, the latter riding an Indian, contested the second heat, but the Salt Lake City pacemaker had received his machine only the day before and could not get it to working properly. Derkum won the heat by 40 yards in 1:41⅖.



FRED HUYCK

The real excitement and thrills were in final heat between Derosier and Derkum and in which the world's record was smashed to smithereens. Derkum took the gun for a lead of two yards and romped away like an easy winner. That encouraged the Los Angeles "fans," and they rose en masse to give the local flier a cheer. Derosier was only playing with him, however, for the Frenchman passed easily just after two miles. Derkum later went to the front, but upon coming into the stretch for the third mile Derosier showed that he had plenty of speed in reserve. The pair kept together until the finish, Derosier drawing a pretty finish with an advantage of only two yards. Lingfelder, by qualifying in the fastest trial heat, started in the final heat, but with his small powered machine, was hopeless outclassed and at no time figured in the running.

The three miles handicap brought out four starters—Derosier and Derkum on scratch, and Mitchel and Lingfelder with handicaps. The first start was a failure and a second getaway was necessary. Lingfelder was soon dropped and Derosier and Derkum battled for the honor. Derkum had the pole and the pair covered the first mile side by side. In the fourth lap Derosier went to the front and in an attempt to regain the lead Derkum rubber Derosier's rear wheel. The Californian shot to the top of the bank and seemed due for a spill, but kept his balance and steadied almost instantly. Derosier was never headed after that and won by 20 yards in the remarkable time of 2:20⅖, his old record being 3:01⅗.

The fastest time of the afternoon, though not the most exciting occurrence, was made by Derosier in a mile flight against time. After a couple of warming up laps Derosier gave the signal to the starter and he crossed the tape for the start at better than a mile a minute. He fairly streaked around the track and almost before the spectators caught their second breath Derosier had set up the phenomenal record of 47⅘ seconds for the mile. The best previous motorcycle time was 56 seconds, and the best time by an automobile on a circular track, 48⅗ seconds. Derosier's time is at the rate of 75¼ miles per hour.

With such cracks in the running as Seymour, Graves and Knappe, the Los Angelicans looked to these boys to bring some honor to the West in the events for "simon pures." They were disappointed, however, for although the local speed merchants

On "the First Sh

The 1909 Indianapolis

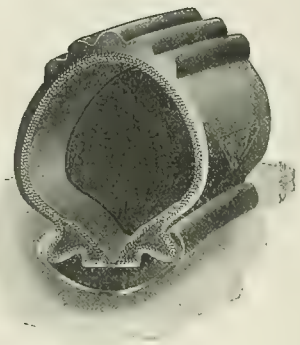
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Corrugated Tread.

At the opening of the new 3½ lap motorcycle track at Los Angeles, C
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PROFESSIONAL—JACOB DEROSIER

Miles	Time
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That's "going some" and quite a bit more. Get in righ
good as those u

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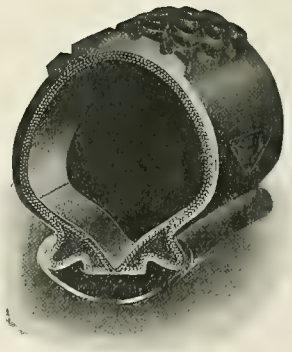
TIRES

Out of a Possible Eight

string of the

WORLD'S RECORDS

nce the world began.



Bailey Tread.

March 14th, **Indianapolis G & J Tires won seven of the eight races** and **s records to smithereens** as follows:

AMATEUR—FRED HUYCK

Miles	Time
3	2:37 2-5
5	4:11 2-5

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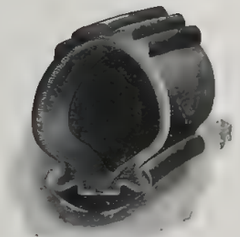
The 1909 Indianapolis Moulded Double Clincher

G & J TIRES

Score Seven Victories Out of a Possible Eight

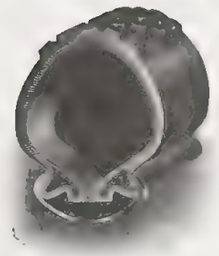
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MOST WONDERFUL WORLD'S RECORDS



Corrugated Tread.

that have been created since the world began.



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At the opening of the new 3½ lap motorcycle track at Los Angeles, Cal., March 14th, **Indianapolis G & J Tires won seven of the eight races** and Derosier and Huyck **smashed all previous records to smithereens** as follows:

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made a good showing that could not withstand the terrific onslaughts of "Hurricane" Huyck.

The five miles handicap, with Huyck on scratch, brought out two other starters besides himself—Graves on an N. S. U. with one lap, and Balke, Thor, with two laps. Graves quit early in the race and Huyck went after Balke. He lapped him in the seventh lap and continued his flight with seeming increasing velocity at every lap, the second being scored in the fourteenth lap. Huyck's time was 4:11⅖, the old record, held by himself, being 4:38⅗.

In the three miles scratch race Huyck and Balke were the only starters and the race was uninteresting for the reason that Huyck was on a double, while Balke bestrode single. Notwithstanding, Huyck made a wonderful performance, finishing in 2:37⅖, breaking his own record by 11⅕ seconds.

The four miles amateur handicap went to Erwin Knappe, who had two laps handicap. The time was very slow—5:29⅘. In the five miles handicap for machines of 30½ cubic inches piston displacement the poor hapdicapping spoiled the event. Herman Kohl, on a machine of his own construction, was given five laps and won; Huyck, the honor marker, did not have a chance. The real fight was between Balke and Huyck, however, and Huyck was passed when he ran down on the flat and for a fraction of a second seemed doomed to take a cropper.

William E. Samuelson, paced by his brother, Theodore, rode a mile exhibition behind pace, but in slow time. He covered 3½ laps, or one mile, in 1 minute 23 seconds, the record for the distance being 1:06⅗, held by R. J. Walthour The summaries:

Four miles handicap, amateur—Won by Erwin Knappe, Indian (2 laps); second, Raymond Seymour, R-S (scratch); third, M. J. Graves, N. S. U. (1 lap). Time, 5:20⅘.

Five miles scratch, professional—First heat, two miles, won by Jacob Derosier, Indian; second, E. Lingfelder, Thor; third, Arthur Mitchel, N. S. U. Time, 1:40. (World's record). Second heat won by Paul Derkum, R-S; second, T. M. Samuelson, Indian. Time, 1:41⅖. Final heat won by Derosier; second, Derkum; third, Lingfelder. Time, 4:09⅖. (World's record.)

Five miles handicap for machines not greater than 30½ cubic inches displacement, amateur—Won by Herman Kohl, Kohl (5 laps); second, Raymond Seymour, R-S, (2 laps); third, Charles Balke, Thor, (2 laps); fourth, Fred Huyck, Indian (scratch). Time, 4:53.

Three miles handicap, professional—Won by Jacob Derosier, Indian (scratch); second, Paul Derkum, R-S (scratch); third, E. Lingfelder, Thor (2 laps). Time, 2:28⅖. (World's record).

Three miles scratch, amateur—Won by Fred Huyck, Indian; second, Charles Balke, Thor. Time, 2:37⅖. (World's record).

One mile against time—By Jacob Derosier, Indian. Time, 0:47⅘. (World's record).

One mile motor paced exhibition—By W. E. Samuelson. Time, 1:23.

The Indians ridden by Derosier and Huyck both were fitted with Indianapolis G & J tires.

How to Practice for a "Jump."

"'Jumping' is a fine art in bicycle racing. Every rider should find out exactly what he is capable of doing in this direction. If he knows he can go all out for 150 yards, he should lie under cover until he reaches that point and wind up as quickly as possible," says a writer in Cycling. "It may be argued that the third man would have the chance of outsprinting the cyclist who is going all out for the 150 yards. In actual riding this is not so, for if number three were hanging on he would be a length behind, and the distance is a lot to pull up in the sprint. Again, supposing the second rider were smart in his jump, it would be possible for him to leave number three a couple of lengths behind. A thorough knowledge of his powers enables a rider to use his judgment successfully. Many a race is lost by inches through a cyclist 'jumping' too soon or too late.

"The first point to be considered in saddle position is comfort. A position that gives ease is most desirable first, and then speed should be thought of . The tilt of the saddle really depends on the depth of drop in the handle bar. The ideal is obtained by adjusting the tilt just sufficiently to prevent slipping forward off the peak. Having secured the proper tilt, the next consideration is that of whether the saddle shall be placed directly over, behind, or in front of the bottom bracket. In the days of Zimmerman, when fast pedaling on low gears prevailed, riders sat many inches behind the bottom bracket. Nowadays speedmen like to ride with the peak of the saddle just over the crank axle, or even an inch or two in front. When once the best position has been found for the saddle and the handle bar, see that it is not altered under any circumstance. It is as well to make a few measurements, so that if an accident should disable your machine, you would be able to get a similar position on another."

"Six Days Race" that Led to Jail.

"How in the name of Jehosaphat can a man have the D. T.'s that never touches a drop—that's what I'd like to know?"

Thus spoke Fred Near, a watchman at the West Side County Park, Jersey City, while he was patroling the avenues of that retreat one afternoon last week. Twilight was just beginning and Near thought he saw things.

"Be jiminy-jumpin'-crickets! I sure must have them. That's the kueerest sort of a sea sarpint I ever see in my life."

Then Near rubbed his eyes again to make sure.

Yep, as sure as his name was Fred Near, there was a tri-headed dragon of some sort wriggling around on the inside of the reservoir. Near could just see the convolution of its body. But how in thunderation could it get around so fast when there was no water in the reservoir, which had been drained a few days previously? Near couldn't understand, so he advanced to find out. And he did, and the next part of the story came out in the Second Criminal Court of Jersey City.

Whether P. T. Powers, who resides in Jersey City, had an interest in the project is not known, but at any rate Frank Blatz, Walter Bottgen and his brother George, who gave their respective ages as 20, 15 and 20 years, conceived the idea of holding a six days race in the reservoir.

The reservoir, which in summer forms a pretty lake, has a cement bottom, shaped like the inside of the skin of an orange. It couldn't have been a better track had it been built for the purpose. The lake is 160 feet in diameter and this, according to all arithmetics, multiplied by 3.1416, will give the circumference, and further if the result is divided into 5280, it will show, if you haven't made a mistake, that it measures exactly 10 and 500-5,000th laps to the mile. The city architect might have been more exact in his measurements had he known that the bottom of the reservoir should some day be used as a bicycle track, but that was not included in the original plans of the city fathers.

How many laps Frank, Walter and George had covered before the arrival of Watchman Near and the subsequent and almost immediate arrival of Patrolman Britton, is another question of mathematics. And still another cropped up when their case was put over until Jersey City's high priests of calculus can determine just how many feet they had trespassed on forbidden ground.

Promoter Powers may recognize future six day timber and plead for them when the case comes up—then again, he may not.

Relay Race That Proved One-sided.

The excellent riding of Percy Lawrence, the young San Franciscan who will compete in the East this season, made the first race for the Lissner trophy at the Stadium, San Francisco, on Sunday last, 14th inst., rather a one-sided affair for the Bay City Wheelmen. The race was a 30 miles relay, for six men teams, each rider going five miles. In the first lap Lawrence gained almost a lap on A. Canten and thereafter the result was never in doubt, P. Quevillon making up the distance for the Bay City team in the next lap. The added time for the winners was 1:28:43. The time made by the Oakland Wheelmen was 1:31:56. The Bay City Wheelmen were represented by Percy Lawrence, P. Quevillon, C. Curran, C. Schiller, F. McLoughlin and A. Waterbury. The Oakland Wheelmen's team was A. Canten, B. Bruzzoni, C. Nelson, E. Carrol, M. Bruzzoni and P. Williamson.

AMERICA GIVES FRANCE A DEFEAT

Butler and Moran Beat Parent and Guignard at Paris—Clarke Puts up Good Fight for a Grand Prize.

Although he was defeated by Victor Dupre "Rocket" Clarke put up a cracking good fight in the third annual Grand Prize of Winter of the Union Velocipedique de France at the Velodrome d'Hiver, Paris, on Sunday, 7th inst. Vanden Born was a close third. Despite Clarke's defeat in the sprint race America triumphed in the paced race, Butler and Moran defeating Parent and Guignard in the match called France versus America.

The Grand Prix of Winter was the most important event on the program. Last year it was won by Vanden Born, the crack Belgian; the first year it was run Dupre was returned the victor. Eight preliminary heats were disposed of Clarke being the only American to qualify for the semi finals, Schwab having fallen with Labrousse in his heat, and Ivy, the negro, having been shut out in his heat. Vanden Born, Delage and Sussmilch contested the first of the semi-finals, the first named defeating Delage by a quarter of a wheel. Dupre won the second heat, defeating Moretti by a length. with Rettich trailing. Clarke appeared in the third semi-final against Boutellier and Martin and had little difficulty in winning from the first named by a half length. Clarke led slowly for several laps in the final heat but relinquished the lead to Vanden Born at the bell, Dupre moving up to second place. At the last turn Dupre started to go around Vanden Born, while Clarke attempted to jump Dupre. An exciting sprint for the tape resulted, and after a superb neck and neck battle down the stretch Dupre caught Clarke by three inches, the latter defeating the Belgian by the width of a tire.

Rettich won the consolation race for the unplaced riders in the Grand Prix. Delage was second by the width of a tire, Boutellier third and Martin fourth.

The motor paced match race between France and America was contested in four heats at 20 kilometers each, the victory depending upon the addition of individual times made in each heat. France was represented by Guignard and Parent, and Nat Butler and James F. Moran who, by the way, made his season's European debut, bestrode their bicycles for America.

The first heat was between Butler and Guignard, the Frenchman leading for the first few kilometers. As soon as Butler got moving properly he pressed Guignard so hard that the latter lost his pace and before he could pick up the roller the American scored a lap. That occurrence seemed to take the heart out of Guignard, for Butler continued his hard riding and passed the Frenchman again before the finish. Butler finished in 15:05⅗ and Guignard in 15:34⅕.

Moran rode against Parent in the second heat and the half winner of the late six days race made a favorable impression. He secured the lead at the start and broke the record for five kilometers, covering the distance of 3.1 miles in 3:54⅗. In the 20th lap Parent began to approach the American "bull dog" as he is called in Paris, and after a four lap tussle succeeded in passing. Moran justified his name, however, by fighting Parent all the way to the finish. Parent eventually won by less than one-half lap in 14:44⅕, Moran's time being 14:50.

In the next heat Butler met Parent and what promised to be the battle of the race was spoiled by the carburetter on the American's pacing machine failing at the critical moment. The momentary slowing was sufficient to cause Parent to gain a lap and he completed the distance in 14:35⅗, breaking the record. Butler's time was 14:47⅗.

"Bull dog" Moran came into his own in the fourth heat, in which Guignard was his opponent. Moran took the lead at the start and scored a half lap by the time 5 kilometers had been covered. At this distance Guignard's tire went flat and the race was over. Moran rode for all that was in him and before the French crack could change to another bicycle the American rolled up a score of five laps. His time was 15:22⅖, and Guignard finished in 16:16⅗.

As stated, the victory depended upon the fastest time of the teams and America won in 1 hour 5⅗ seconds. The addition of time made by Parent and Guignard was 1 hour 1 minute 10⅗ seconds.

Californians Plan Transmountain Race.

A race that will likely attract considerable attention in California has been proposed by the Garden City Wheelmen, of San Jose, Cal. It will be a transmountain race from San Jose to Santa Cruz. The distance is only 37 miles, but the Santa Cruz mountains will have to be crossed. At its last meeting the club elected the following officers: President, H. H. La Hue; vice-president, F. F. Wilson; recording secretary, Charles Roberts; financial secretary, Carl Showalter; directors, E. V. Eibe, S. P. Castro, C. Keaton and W. Swords.

Handicap Road Race for May 2d.

The International Cycle Association of New York City has announced the first handicap road race of the season for the metropolitan district. It will be held at Valley Stream, L. I., Sunday, May 2d, the distance being 10 miles. Fifteen place and five time prizes are offered, and in addition to these prizes J. H. Dinnel will give a solid gold medal to the first scratch man that finishes.

Mayer Among Winners at Berlin.

Henri Mayer, the "oo-la-la" German who rode in America last season, won the 1,500 meters scratch race at Berlin on March 7th. Poulain won the other scratch race and Darragon defeated Stol by one lap in the paced race.

STORM BREWING IN SPORT CIRCLES

Newark Velodrome the Center of Possible Disturbance—Ill Will Between Manager Chapman and Riders.

Unless J. M. Chapman, manager of the Newark (N. J.) Velodrome is a prestidigitator of the headline variety, there is apt to be a scarcity of professional riders not only at the opening meet on Sunday afternoon, April 4th, entry blanks for which were issued this week, but at the ensuing meets, and not because the prizes lack attractiveness.

Chapman has put up a strong card for the opening meet with good prize money. The professional events consist of the two miles Mihlon handicap, with $100, $40 and $20, and $5 per lap; a half mile open, with $40, $20, $10 and $5, and a five miles motorcycle race, with $20, $15 and $10 for the prize money. The amateur races are a mile novice with the regulation medals, 5 miles open with prizes valued at $17.50, $12.50, $8, $5 and $5 to the leader of the most laps, and a mile handicap, with prizes valued at $15, $10 and $5.

To the casual thinker this would appear to be a magnet that should attract all the professional riders in the East at this time. Under the surface, however, there is a feeling that Chapman is due for some trouble with riders before the racing season in the East is over.

It appears that last year there were several riders who remained in the East and kept the sport going at Newark, although there was a chance to make more money in Salt Lake City. Such riders naturally thought that they would be given some extra inducement to remain at Newark this season, but nothing of the sort has been done. In addition, it is said that some bad feeling exists between Chapman and the riders alluded to—a feeling that causes the persons implicated to hammer each other at every opportunity.

Evidence of it came from Atlanta this week when all the riders there, including Walthour, Wiley, Collins, Bardgett, Mitten, Williams, Senhouse, Mackay, Cameron and others, signed to ride in the eight hours a day six days race that begins on March 29th and ends on April 3d. As the entry blanks for the opening meet at the Newark Velodrome reached Atlanta before the riders signed for the six days event, it is apparent that the men intend to try to show Chapman that he cannot conduct meets without their presence. Chapman, apparently is not worrying and says that the entire bunch can go to Atlanta, or any other warm place.

According to one of the Atlanta coterie, Chapman, when he was in Atlanta, stated that any rider who is not at the opening meet at the Newark Velodrome will not be permitted to ride there during the season,

which is one of the reasons the riders signed for the Atlanta six days race, it is stated.

It also was learned that as soon as the curtain is rung down at Atlanta, Bardgett, Williams, Senhouse, Cameron, Walker and a few others will go to Los Angeles and ride at E. L. Pickering's new track until the opening of the Salt Palace track at Salt Lake, where they will remain during the season.

A fight between the East and West for riders certainly is going on, and has been going on some weeks, though little noise has been made about it. Chapman will have Kramer and Fogler as his headliners for the beginning of the season, and it is quite likely that when Macfarland and Clarke return from Europe they will remain in the East. De Mara will stay if he can see any money here, otherwise he will point his brogans toward Zion. With these cracks and the importation of European cracks Chapman should not have any difficulty in drawing packed houses. Moran is in Europe now and has begun to sign riders for Newark, having already cabled that he has secured Bellair Comes, a crack sprinter and pursuit rider. The Frenchman will come to America immediately he finishes his present engagements. It also is planned to bring the world's champion to America late in the season.

It is not known whether or not Chapman's scheme for an eight lap saucer at the old Guttenburg race track has fallen through. Chapman will not discuss it, so it is inferred that he has some surprises up his sleeve for eastern patrons of the sport.

What It Costs to Train in Europe.

Fault-finding American riders should thank their lucky star that they are in America, where they get off cheaply, compared to other countries. At no track in America does a manager charge for the use of the track for training, nor is a fee charged for the use of training quarters. In Europe these things are charged for and as an example of the prevailing rates at the various tracks those of the Parc des Prince are cited. The privilege of the track for the season costs $6 for professional riders and $5 for amateurs. The small training cabins cost $18 for the season and the large cabins from $30 to $60.

Getting Interior Views of the Riders.

A Berlin specialist is subjecting to an examination with Rontgen rays the vital organs of all the riders engaged to compete in the Berlin six days race, which is taking place this week. The riders will be examined at the conclusion of the race and each will receive a Rontgen diagram of his thorax. "Tommy" Hall and John Stol were among the first examined. Each has splendid lung development, and also an enlarged heart. Hall has been racing for 17 years but has no greater cardiac enlargement than Stol, who has been racing only about half that time.

GINGERY SPRINTS AT ATLANTA

Snappy Contest Makes up for the Spoiling of the Walthour-Wiley Match—Unknown Distance Race a Feature.

As usual, the sprint events came to the rescue of the thrice postponed meet finally held at the St. Nicholas Velodrome, Atlanta, Ga., Tuesday night last, 16th inst. A bursted tire in the second heat of the Walthour-Wiley paced match spoiled that event and had it not been for the sprint races, which were gingery and fast the large crowd of spectators might have been very much disgruntled.

The first heat of the mile handicap raised the curtain and Saxon Williams, of Buffalo, from the 60 yards mark, beat Fred Senhouse, the Australian, from 90 yards. George Cameron, of New York City, started from scratch in the second heat and just nipped Dave Mackay, of Newark, with 75 yards. In the final heat Williams made good use of his handicap and managed to finish ahead of Cameron. The latter rode all the way from the honor mark and was given a good ovation for his excellent ride. Mitten was third and Mackay fourth.

The unknown distance race, in which the riders were not apprised of the distance until two laps to go, received instantaneous approval. There was a constant shift in the position of the riders and when the bell finally rang Saxon Williams was in front. The Buffalonian went out like a streak and beat Bardgett to the tape by a narrow margin. Mitten was third and Cameron trailed in fourth. The distance was 3½ miles and the time, 8:38⅗.

Walthour conceded Wiley two laps in five miles in their match, but he might have given him considerable more in the first heat. The Southerner went out to win from the start and before the gun he had lapped the little Syracusan four times.

The second heat was the one in which Walthour donated some cuticle to the cause. The riders had covered but two miles four laps when Walthour's front tire blew up on the southeastern end of the track. He fell heavily and slid for some yards. After being carried to his dressing room it was discovered that no bones were broken, his injuries consisting mainly of bruises and scrapes on the left arm and side. In order that the spectators might not be too greatly disappointed Norton, a local rider replaced Walthour and went five miles. Norton rode well considering the fact that he was not in training and Wiley defeated him by only four laps.

The summaries:

One mile handicap, professional—First heat won by Saxon Williams, Buffalo (60); second, Fred Senhouse, Australia (90). Time, 2:12⅖. Second heat won by George Guthrie Cameron, New York City (scratch); second, Dave Mackay, Newark (75). Final heat won by Williams; second, Cameron; third, W. L. Mitten; fourth, Dave Mackay. Time, 2:04⅘.

Unknown distance scratch, professional—Won by Saxon Williams, Buffalo; second, Walter Bardgett, Buffalo; third, W. L. Mitten, Davenport, Ia.; fourth, George G. Cameron, New York City. Distance, 3½ miles. Time, 8:38⅗.

Five miles, motor paced match, professional—First heat won by R. J. Walthour, Atlanta; second, George Wiley, Syracuse. Time, 8:12⅖. Second heat unfinished, because of accident to Walthour. Third heat won by Wiley; second, Norton (substitute). Time, 8:35.

Atlanta to See a Six Days Race.

Atlanta, Ga., will have its first taste of six days racing on the instalment plan this month, an eight hours a day race having been programmed to take place on the St. Nicholas Velodrome in that city during the week of March 29 to April 3.

This decision was arrived at this week although it had been under consideration for some time. It was thought that the professional riders have had quite enough of six day racing at New York, Boston, Trenton, Paterson and Kansas City, but evidently they see a chance for a piece of small change to be secured through a long grind in the Georgia capital.

All the teams have not been selected, but there probably will be a dozen pairs. Walthour has elected to ride with Collins and Walker and Senhouse, the two Australians, will be mated for the week. There also will be a local team, composed of Norton and Elliott. Bardgett and Mitten is a likely combination.

As stated, the race will go for eight hours a day, beginning on Monday afternoon at 2.30 o'clock and continuing from that time each day util 10.30 p. m. Match races will be inaugurated during the week.

The management intends to give the Atlanta "fans" a thrill by carding two automobile exhibitions as a feature Monday night. An automobile race recently was held on the Velodrome d'Hiver, Paris, but that track is considerably larger than the one at Atlanta, which measures 12 laps to the mile. Louis Strang and Robert Burman are the drivers who will attempt to keep an automobile on the steep surface and they will drive the car that finished second in the light car race at Savannah last year.

There will be no racing at Atlanta next week as all the riders will go to Florida for the beach carnival.

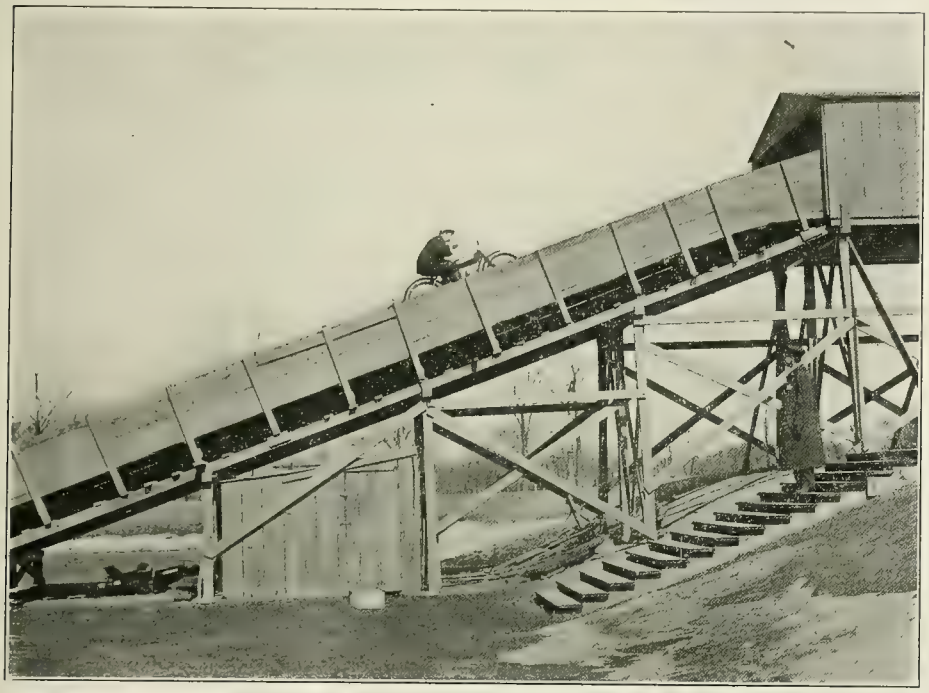
Cheyenne Club Open to All Motorists.

The Cheyenne Motor Club has been organized in the Wyoming city of that name and with a membership that includes both automobilists and motorcyclists. Its officers are: William B. Barnett, president; J. E. Stimson, first vice-president; Dr. Otto Snyder, second vice-president; Fred Horn, secretary and treasurer.

DISCOVERS A CHICAGO "MOUNTAIN"

Fisher Engages in a Novel Hill Climbing Test—He Wins a Wager on Steep Toboggan Slide.

In "hilless" Chicago where steep gradients are to be found only at approaches to railway viaducts or to mounds on which monuments are erected, if a motorist wishes to test the hill climbing capabilities of his machine, he needs must go all the way to Algonquin. One day last week, however, John T. Fisher, manager of the Indian branch in Chicago, "discovered" an incline that from the Windy City standpoint would rank as a mountain.



FISHER CLIMBING A CHICAGO "MOUNTAIN"

It is the toboggan slide in Washington Park and is said to have a gradient of 45 degrees. Casual talk of the "mountain" led to discussion and the discussion to a wager and the wager to a test on the toboggan slide, with Fisher on a twin Indian in the role of tester. Although the level part of the runway afforded a start of only 20 feet, Fisher won the wager and, as shown by the accompanying photograph, at least one policeman saw him do the trick.

New Jersey Extends the Speed Limit.

The New Jersey Senate has passed a bill extending the speed limit for automobiles and motorcycles from 20 to 25 miles per hour and probably would have passed a measure giving non-residents 30 days use of the roads of the State for $1, but Senator Frelinghuysen, who although he makes laws for New Jersey, actually lives in New York, thought this was giving too much for the money and blocked the bill. In an ensuing conference, he proposed a "bargain rate" of $1 for eight days and it is likely that this amendment will be accepted.

Big Hats to be Treated as Bicycles.

The "merry widow hat" craze has attained such proportions in Switzerland that hereafter the hats are to be classed as bicycles and handled as such by the railroad companies. According to a Swiss newspaper, the railway authorities have decided that hats measuring more than 80 centimeters (32 inches) in diameter are "in virtue of Article 117 of the Railway Tariff Reform of February 30, 1906, to be handled as bicycles." Therefore if a woman graced by a headpiece wider than 32 inches wishes to travel on the railway she must either sit in the baggage car or check her hat and sit bareheaded in the passenger compartment. Managers Chapman of the Newark Velodrome and Finkle of the Clifton Stadium please note.

St. Paul Club Elects Officers.

The St. Paul (Minn.) Motorcycle Club has elected the following officers for the ensuing year: Presldent, C. S. Horn; vice-president, J. J. Dilley; treasurer, E. G. Scott; secretary, T. F. Broos; trustees, T. F. Broos, F. S. Haas and R. Beason.

Pilsen Club Incorporates in Chicago.

The Pilsen Motorcycle Club, of Chicago, has taken out papers of incorporation, with out capital. The object stated is "to promote motorcycling." Frank Zenisek, Benjamin Hospes and Frank Sobota are named as directors.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

UPHILL FIGHT IN PENNSYLVANIA

Governor Opposes Lightening the Burden of the Motorcyclist—Consents, However, to Reducing License Fee.

Pennsylvania finally is in a fair way of obtaining a more reasonable law applying to automobiles and motorcycles, but in it the latter are not likely to fare as well as had been hoped. Two years ago when the F. A. M. spent considerable time and money in the effort to lighten the burden, the unfriendly attitude of the Commissioner of Highways, coupled with the selfishness of the automobile interests, proved a stumbling block which, however, had been overcome when the House and Senate engaged in a snarl over other matters and left the favorable bill to die without final consideration.

On the present occasion—the Pennsylvania legislature meets only every other year—the Governor of the State unexpectedly interposed himself and was so resolute in his opinion that motorcyclists are nuisances and "pesky little things," that in a conference of automobilists and interested legislators, including one friend of the motorcyclists, he declared that he would veto any measure that exempted motorcycles or reduced the size of either the fines or the tags they now are obliged to carry and which are the same big heavy cast iron plates used on automobiles. The Governor would consent only to a reduction of the registration fee from $3 to $2, but Dr. S. D. Bashore, who has been the prime mover for relief, has a strong friend in the legislature and has not wholly despaired of having the size of the tag reduced. Dr. Bashore, who, as the F. A. M. State representative, led the fight two years ago, has been "going it alone" and unofficially on this occasion, no other motorcyclist in the State having raised either a hand or a voice to help the cause.

The bill agreed on at the conference at which the Governor declared himself already has passed the Senate. Among other things it sets an age limit of 17 years for operators, increases the speed limit to 12 miles per hour in built-up sections, and 24 miles elsewhere, and permits arrests without warrants, but provides that machines shall be accepted as bail and gives the option of trial by jury. One of its best features wipes out the present "admission fee" of $3 and admits non-residents free for a period of ten days, on a "reciprocity basis," however, that is, it limits this privilege only to those States which exact no fees of Pennsylvanians, of which the neighboring States of New Jersey and Maryland are not of the number. The motorcyclists of those States, therefore, must pay the $2 fee.

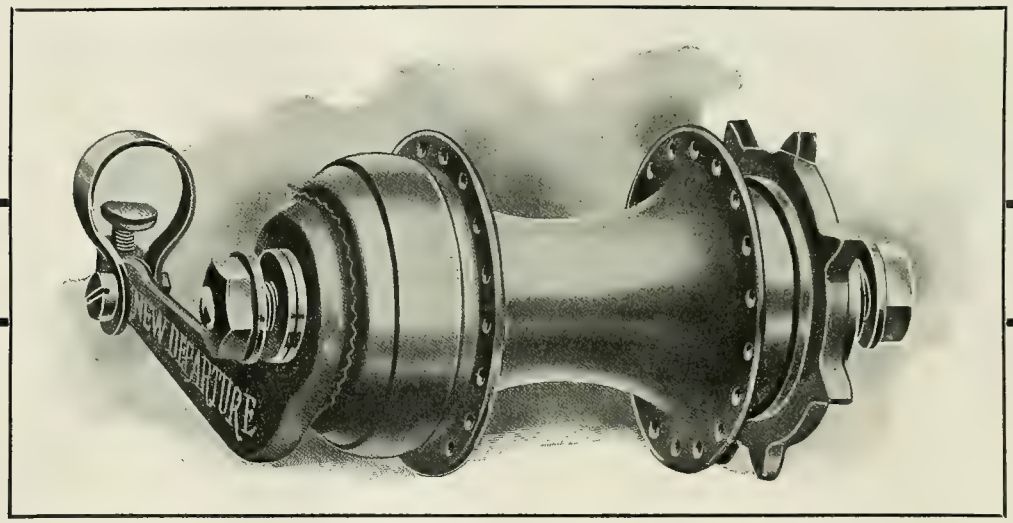
The new law will repeal all local ordinances now in force and if enacted will go into effect on January 1st next.

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THE NEW DEPARTURE MFG. COMPANY, Bristol, Conn.

COASTER BRAKE LICENSORS

SOME NEW IDEAS ABOUT GEARING

Dr. Cates Gives Scientific Reasons for Use of Low Gears—Riders' Heights and Weights as Factors.

Writing in favor of lower gears than are now employed, Dr. F. S. Cates, a well to do cycling enthusiast of Florence, Cal., who credits the bicycle with saving him from tuberculosis, gives the old subject some new turns and incidentally suggests a new means of arriving at the most suitable gearing, his idea being that the height or weight of the rider should be a governing influence.

"How are we to know what kind of a gear to select?" he asks, and continues: "The majority of people think that the larger the gear the faster the wheel, which is a mistaken idea. The speed of a bicycle does not depend so much on the size of the gear as the rapidity with which that gear is rotated. Were the power applied by an engine of unfailing endurance, then would the hypothesis be correct; but we have the uncertain, vacillating function of muscle tissue to deal with. Hence the problem is to find the value of this muscular equation in terms applicable to all people under varying conditions.

"Some years ago, while acting as medical examiner, it struck me that what constituted a good life insurance risk was also a good index of bodily strength, and that the law governing the relation of the weight to the height of a person was the best attainable method of measuring a man's capacity. Now, we know that, other things equal, the strength of normal man in good health is in proportion to his weight, and that this weight is in proportion to his height. Hence the height of a man gives us the index of his gear.

"In case a man is above average height but thin, then his gear would not be his height but the height of a man corresponding to his weight. In like manner, the short thickset man's gear would be larger than his height, owing to his extra strength, which is shown by his greater weight. This law only applies to conditions of normal health. When a man is overheavy from fat, he is in a diseased condition and special deductions have to be made to suit his conditions. But this law is flexible and if properly applied can be adapted within reasonable limits to all types of men. This in practice would make men's wheels range from 66 to 72, and women's from 60 to 66, with 68 or 67 (the height of the average American being 5 feet 7¾ inches) the average for men's wheels, according to the combination of sprockets, and 64 or 63 for women. I have made quite a number of elaborate experiments with various gears from 48 to 120 with pressure gauges on the pedals under various conditions, and I found that my practical tests coincided very closely with my previous deductions.

"What this means is this: Not that a man cannot drive a larger gear than the ones mentioned, but that a man who drives such a gear can drive his wheel in the same manner as he would go to work; viz., start after breakfast and ride until noon, get his dinner, start after dinner and ride until supper time, with only temporary stops (not stops for rest) and with only ordinary fatigue, such as his meals and a night's rest will recuperate. Furthermore, he can repeat this performance day after day, just as he works day after day. In other words, he is getting the maximum of efficiency at the minimum of cost to his bodily strength; while by the present system he is paying dear for only ordinary results. Then, and then only, does wheeling become a pleasure.

"With such a gear (say 68, the average)



pedaling at the average walking gait of one step per second, you can make 12.13 miles per hour, which is fast enough for all purposes other than racing; and racing, being governed by special conditions, requires a special wheel. Furthermore, you can surmount a hill of not over 6 per cent. grade (which covers all ordinary hills) at half speed with the same amount of pressure used on the level; or at the same speed of doubling the pressure. A head wind, being nothing but a perpetual hill, comes under the same rule, as you will readily see. Under such conditions at all times, you will still have left a reserve force of 50 per cent. before you tax your health. It is not a question of how much energy a man can expend, but as to what is the least energy that will do the work satisfactorily.

"As stated, of all who have tried it, none have gone back to their old gears. Only last summer on my vacation, I rode to San Francisco, via Stockton, making several side trips, covering 13 consecutive days of riding, averaging about 60 miles per day, and without loss of weight."

READY FOR THE SPEED CARNIVAL

Bicycle Events Attract Big Field of Fast Riders—Motorcycle Races Also Inviting—Famous Record Menaced.

According to all signs—astrological, bicyclogical and otherwise—the motorcycle and bicycle portion of the program for the annual speed carnival to be held on the beach at Daytona, Fla., Tuesday, Wednesday, Thursday and Friday of next week, March 23, 24, 25 and 26, is apt to prove a large part of the real show. Although the automobile events are not well filled the motorcycle entries show class indicative of wonderful performances while the best bicycle riders in America have entered in the numerous events that have been arranged for them.

Two long-distance motorcycle races are on the program and these are a 100 miles "motorcycle marathon" and an hour race, with two classes—30½ and 61 cubic inches—in each event. The other amateur motorcycle events consist of time trials at distances of one kilometer, 1, 5 and 10 miles. Just who will compete is not known, as little information could be secured at the offices of the New York representative of the promoters of the meet this week. The actual entries include Robert Stubbs of Birmingham, Walter Goerke of Brooklyn, and A. G. Chapple of New York City, on Indians, and Eugene Gaesel, who will ride an N. S. U.

Several professional motorcycle races and speed trials also will be run, but the program has not been announced. Oscar Hedstrom is en route, and although not yet entered, is expected to compete, as will Fred Hill, Gus Lawson and Charles Turville, the last-named three being actual entries.

Eight professional and two amateur bicycle events for which $1,000 in prizes has been set aside, are on the card, and the professional events consist of handicaps at one-half and one mile, scratch races at one-quarter, one-half, one and two miles, and mile time trials behind motorcycle and automobile pace.

Joe Fogler, the crack Brooklyn six days rider, and Robert Walthour, formerly the motor paced champion of the world, both have cast longing eyes upon Charles M. Murphy's straightaway record of 57⅗ seconds, and Fogler already is on the ground training. The Brooklynite has arranged with Ralph De Palma to pace him with a 70 horsepower racing automobile, while advices from Atlanta state that Walthour has enlisted the services of Lewis Strang, another famous automobile pilot. Fogler has been in Florida for several days and after trying the course, the Brooklyn man writes that he is confident of lowering Murphy's long standing figures, which were created nearly ten years ago, behind a railroad train.

Nearly all the professional cracks now in

the east have entered for the sprint races, among them being Champion Frank L. Kramer, of East Orange, N. J.; Walter A. Bardgett, Buffalo; E. F. Root, Melrose, Mass.; W. L. Mitten, Davenport, Iowa; Fred Senhouse and Gordon Walker, Australia; George Wiley, Syracuse; Saxon Williams, Buffalo, Elmer J. Collins, Lynn, Mass.; and Fred Hill, Boston.

The two amateur events are both scratch races at one-quarter and one-half mile, but who will ride for the medals is not apparent. Several Atlanta riders are expected to accompany the professionals to Daytona, while Tampa probably will send a delegation.

All the events will be held during the afternoon when the tide will be at its lowest—Tuesday at 2.54 p. m.; Wednesday at 3.40 p. m., Thursday at 4.34 p. m., and Friday at 5.15 p. m. No time has been set for running the bicycle and motorcycle events, but they probably will be sandwiched between the automobile races whenever these prove uninteresting.

Schoolboys in Home Trainer Races.

Taking his cue from another club, Promoter of International Home Trainer & Road Races Hardy A. Jackson included an event for school boys in the program of roller races that was held at 305 West Forty-first street, New York City, Wednesday evening last, 17th inst.

The schoolboys' race created considerable interest. David Moore finished first, defeating David Loewenkopf by a narrow margin. Silas Connors was third. The distance of one-half mile was covered in 1 minute 30 seconds.

The "piece de resistance" of the evening was a five miles match between Albert Draydon and Arthur Hintze. The former won in 8:09⅘.

Isaac Lucifer Lindsay, who has figured more or less prominently in track races for the past decade, broke the record for this particular set of rollers when he covered one-quarter mile from a flying start in 13⅗. The previous record was 14⅖ seconds, held by Victor Anderson, of the Edgecombe Wheelmen. The summaries:

One-quarter mile novice—Won by W. Lyons; second, Harry Blaney; third, Hugo Hintze. Time, 0:21⅕.

One-half mile for school boys—Won by David Moore; second, David Loewenkopf; third, Silas Connors. Time, 1:30.

One-quarter mile against time—By Isaac L. Lindsay. Time, 0:13⅗.

Five miles match between Albert Drayden, International Cycle Association, and Arthur Hintze, Tiger Wheelmen—Won by Drayden. Time, 8:09⅘.

Spain Becomes a Vaudeville Performer.

W. S. Spain, the American negro who went to Europe two years ago, has "gone into" vaudeville. Spain, Helleman and Van Schooven have formed an alliance and will give a home trainer act at all the French variety houses where they can be booked.

SPORT OUTLOOK CLEARING IN ZION

Heagren Likely to Annex the Saltair Saucer—West and East Competing for the Racing Talent.

Salt Lake City, March 17.—It looks very much as though the racing situation will be clarified within a few days, as Harry Heagren, the manager of the Salt Palace saucer in this city and the Glenwood saucer in Ogden will probably have the Saltair saucer under his jurisdiction. If this comes to pass the Salt Palace track will offer $800 a week to riders, Ogden will provide $250 and Saltair will give $700 in prize money. With $1,750 to distribute to riders each week Manager Heagren thinks there will be no difficulty in securing riders.

It is not a secret that several crack eastern professionals are coming to Utah this season, as Heagren has signed contracts with some of them. It was thought that negotiations with E. F. Root and Floyd Krebs also were settled, but a letter from J. M. Chapman this weeks states that Krebs and Root have signed to remain in Newark.

Chapman also is trying to sign Iver Lawson and Hardy K. Downing, but these two riders have made a proposition to Heagren and it is not thought the latter will let them go. Lawson has, by the way, sold his cigar store and will begin training this week.

Iver Redman has accepted the managership of Pickering's new track at Los Angeles and states that Downing and Lawson, together with the other professionals now in this city will leave for Los Angeles April 1st as the initial meet will be held on April 15th. Most of the riders will return to Salt Lake City for the opening here. Pickering promises $300 per meet for two meets a week and says that he will deposit the season's prize money in the bank so that the riders will be assured that they will get all that is coming to them.

The East will see young Albert Crebs, in all probability. Crebs has received a letter from Chapman saying that if he will come East he will be put in Kramer's training quarters and looked after by Jack Neville, Kramer's trainer. Crebs says that he will go to Newark if he has to walk. Albert Crebs began his racing career several years ago as trainer for Walter Bardgett. The latter discovered earmarks and induced Crebs to begin riding. It was not long before the youngster was one of the fastest amateurs in the world and broke several world's records. Crebs was transferred to the professional class at the last meeting of the National Cycling Association and has decided to take his medicine gracefully.

New Club Promotes Mission Loop Race.

The San Antonio Cycling Club, which was organized last month with about 40 members, for the purpose of stimulating interest in cycling in Texas, has fired the opening gun in its campaign. The club will promote the annual Mission Loop road race, the date having been set for Sunday, April 11th. The exact distance of the course is 10⅘ miles, but it is thought that it will be made 11 miles in order that the time may be inscribed in the books, should the record be broken.

Kramer Appears in Vaudeville.

National Champion Frank L. Kramer, of East Orange, N. J., appeared as a vaudeville headliner at the charity benefit given by the Holy Name Society of the Blessed Sacrament Church, Newark, on Wednesday night last. Kramer rode a fast exhibition on the home trainer, as did William S. Drumond and E. H. Cloves, two local amateurs.

Roping Off a Road Proves Costly.

Stretching a cord across the road for unknown reasons by an employe of the city of Folkestone, England, proved expensive for the municipality. A woman riding on Castle Hill avenue ran into the string, was thrown from her bicycle and sustained serious injuries. She brought suit against the city and won a verdict for $1,075.

Erie Motorcyclists Organizing Club.

In response to a call issued by W. R. Kellam, the motorcyclists of Erie, Pa., met last week and formed a temporary organization. The club will be perfected at a meeting which will be held tonight at which a constitution will be adopted and officers elected.

Another Foreign Rider Enters Trade.

Grapperon, the crack motorcycle rider has followed the example of Anzani, and established himself in business as a constructor of racing machines and pacing motorcycles. Grapperon also will represent a well known line of French bicycles and tires.

Spokane Schedules a Motorcycle Parade.

March 27th has been fixed for the first parade and club run of the newly organized Spokane Motorcycle Club. As many motorcyclists as can be gotten together will parade through the principal streets of the city, then make the run to Coeur d'Alene.

New Club Organizes in Buffalo.

The Hudson Wheeling Club, a new organization in Buffalo, N. Y., has elected the following officers: President, Barney Rieman; vice-president, H. Whitmer; treasurer, E. Krause; secretary, W. Rieman.

Munich Track to Have a Rival.

A new track which, it is expected, will rival the famous Munich course, is to be built at Krefold, Germany. The cost will

"Care and Repair of Motorcycles." Should be in the hands of every repairman and rider. 64 pages. Chockful of useful advice and suggestion. 25 cents. The Bicycling World Co., 154 Nassau St., New York.

Bicycle Marathon Plans Grow Big.

From present indications the "First Bicycle Marathon" to be held by the Roy Wheelmen of New York on the Merrick road, Long Island, Sunday morning, June 13th, promises to be the biggest amateur road race held in America in many years. The race will go the full marathon distance of 26 miles 385 yards.

The Roy Wheelmen are ambitious and if the event is liberally patronized by the trade there is no doubt but that the race will assume the importance hoped for by the committee, a member of which this week said that he expected at least 300 contestants and a crowd of spectators numbering about 10,000. Whether or not the expectations of the club will be realized remains to be seen.

It is the plan of the Roy Wheelmen to interest new riders and as a "starter" the public schools of Greater New York and nearby cities and towns in New Jersey were circularized last week. This will be followed by a thorough advertising campaign as soon as the big prizes are determined.

A motorcycle will be offered as first prize but the make has not been settled upon. More than a score of prizes already have been promised.

One feature that undoubtedly will be the means of attracting hundreds of new riders will be the awarding of numerous special prizes in addition to whatever other prizes may be won by the individual riders. A. G. Spalding & Bros. have donated a handsome solid gold medal to the first schoolboy who finishes the race, and S. H. Barnett, of Brooklyn has offered a silver loving cup to go to the first messenger boy who does likewise. There also will be special prizes for the first man over 30 years of age that finishes, the first newsboy, the first letter carrier, and a gold medal for the rider making the fastest time, all other time prizes having been abolished.

If the race creates the interest that it is expected Howard M. Smith, general passenger agent of the Long Island Railroad Co., has promised that his company will take care of the crowds, running special trains from Long Island City to Valley Stream, if it is found necessary.

Scranton Club Holds Its Election.

At its regular meeting last week the Scranton (Pa.) Bicycle Club elected the following officers: President, W. F. Boyle; vice-president, H. R. Van Deusen; secretary, P. H. Graff; treasurer, E. L. Pyles; captain, Dr. G. E. Hill; directors, B. P. Connolly, Dr. Charles Falkowsky, A. P. Clarke, C. O. Adams, W. I. Roper, Ira L. Westlake, W. J. Fitzgerald and John S. Luce.

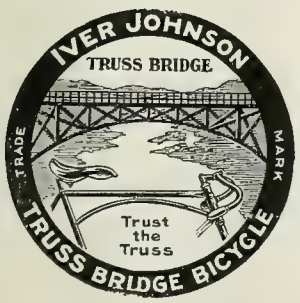
"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

Plans Novel Motorcycle Journey.

If the proposed trip of S. M. Wheeler, of Los Angeles, is successful, the old-fashioned dog sled will be relegated to the limbo of things that have been and the motorcycle will take its place as the method of transportation in the snow-covered Yukon country.

Wheeler was due to leave Los Angeles this week on a single cylinder bicycle with Seattle as his immediate destination. There he will embark by steamer for Valdez, and it is from the latter city that the really interesting part of the journey will commence. Wheeler is bound for Rampart, Alaska, and he is confident that he can make the 750 miles trip over snow and ice trails on the motorcycle. Not only will he ride the machine, but Wheeler will attempt to draw a sled containing a companion and their joint camp equipment, which will include such necessary articles as sleeping bags, cooking utensils, provisions and other miscellanies.

Wheeler is confident that he will be able to make the trip successfully, as he has spent several years in Alaska and knows every foot of the trail; but there are those who never expect to set foot in Alaska who are full of doubts that the ambitious young man will even reach Seattle awheel, the roads to which are said to be villainous in any season of the year and apt to be made worse by stormy weather.



A RIGID FRAME

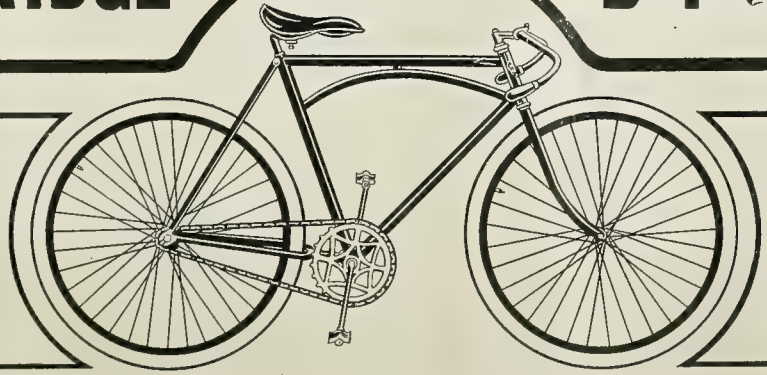
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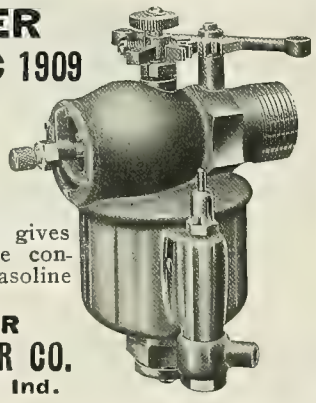
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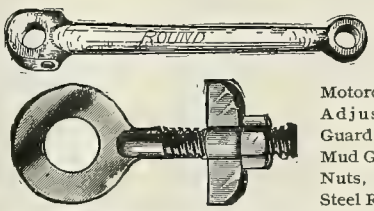
906,260. Back-Pedaling Coaster Brake. Alexander P. Morrow, Elmira, N. Y. Filed March 29, 1907. Serial No. 365,409.

1. In a back pedaling brake for cycles, a driving member; a hub; an expansible brake-shoe, having a wedge-shaped slot, that widens toward the driver; a brake actuator having a lug; a wedge adapted to enter the wedge shaped slot in said brake shoe to expand it, and having a slot adapted to receive the lug on the brake actuator; means for holding said brake shoe against rotation on back pedaling; and means operated by the driving member for shifting said brake actuator longitudinally.

906,417. Motorcycle Frame. Azy H. Harman, Philadelphia, Pa. Filed Feb. 1, 1908. Serial No. 413,779.

1. In a device of the character described a continuous jointless upper bar forming a gasolene tank, a head passing through and secured within said tank at an angle, the front wall of said tank being situated at a corresponding angle to the head stem adapted to be seated in said head a cylinder oil tank secured to said gasolene tank and extending lengthwise thereof, and an engine connected with said gasolene tank and having the cylinder thereof adjacent said oil tank.

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We make Nickeled Forged Cranks, Motorcycle Chain Adjusters, Mud Guard Braces, Steel Mud Guards, Bolts, Nuts, Washers, Steel Rim Washers, etc. Write for quotations. *We do not sell to the dealer.*

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Are Guaranteed for 5 Years.
Three reasons why you should be interested:
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The up-to-date coil; constructed along practical and scientific lines, by patented methods, enabling us to offer unusual advantages.
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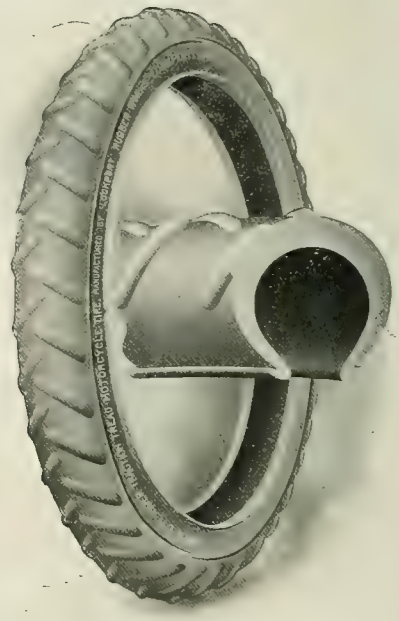
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WHO? Tell Us
The Star Ball Retainer Co.
LANCASTER, PA., U. S. A.
and Berlin, S. O. 36, Germany



Motorcyclists
who desire
A TIRE
That Is Fast
That Will Last
That Will Not Skid
That Affords Traction
not merely on the level, but on the hill and in rounding curves,
will not be happy until they get the
LOCKPORT TWIN CYLINDER TRACTION-TRED TIRE



It was designed to withstand twin cylinder use, which means that as a tire for "singles" also it is in a class by itself.

Note the thickness of rubber in the tread; note the design and length of the traction and anti-skid ribs and compare with others.

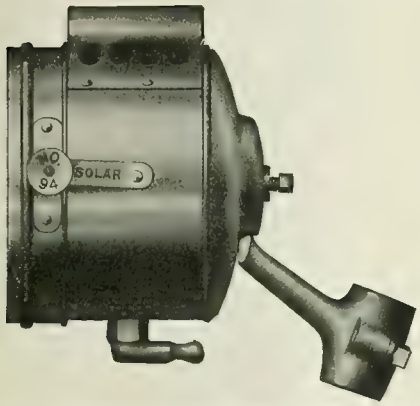
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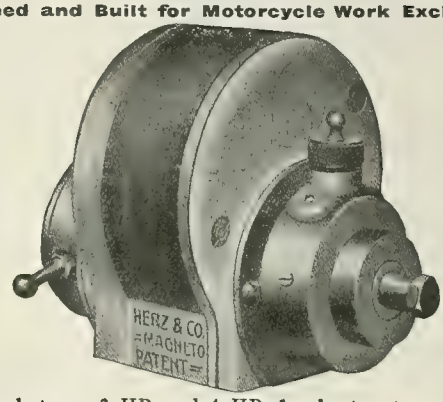
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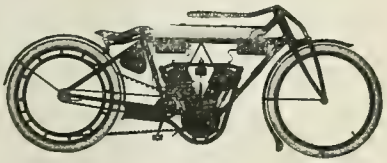
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Only DIAMOND MEDAL 1907 F. A. M. Endurance run. Highest Award "Both Classes" 1908 F. A. M. Endurance Run.

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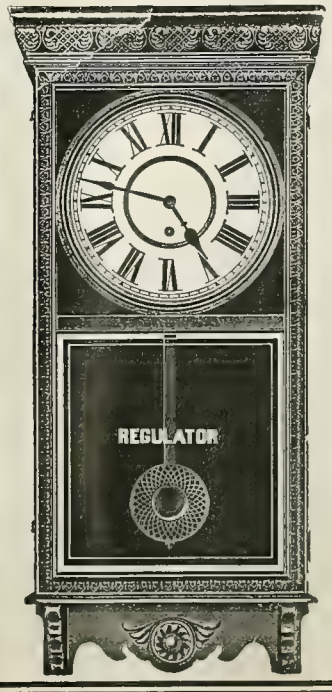
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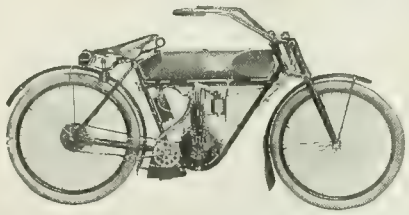
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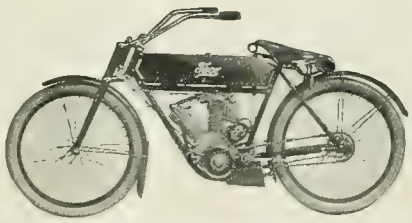
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Goodyear Pathfinder Single Tube Tires have solved bicycle tire trouble for pleased riders all over the country.

These tires have become famous because they are not only resilient and easy riding, but *durable* as well. They *last.*

The trouble with most bicycle tires is that they are not both easy and long lived. If they are yielding enough to ride comfortably they soon wear out, and if they are strong enough to last they are so hard as to be practically solid tires.

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To this wearing strength we also unite by the special Goodyear construction easy riding quality called "resiliency."

Pathfinder Tires are made of gum as nearly pure as possible in a bicycle tire which will vulcanize properly.

The fabric is Egyptian of special close weave which, while very pliable, is of great strength. This fabric costs us 33 cents a yard. We could use ordinary muslin at 5½ cents a yard. But the tensile strength of a strip of the Egyptian is 300 pounds, while that of ordinary muslin is only 40 to 60 pounds.

In the Goodyear Pathfinder Tires only the finest *new* rubber is used. It costs $1.10 a pound. If we made bicycle tires like the ordinary, we could use "reclaimed" rubber—from old boots or garden hose out of which the life had been burned by heat and acid. We could get *this* kind of rubber at 10 cents a pound—but it *won't do for a Goodyear.*

Notice the Pathfinder Tire's cover. There's a cover that will be good and strong when others have been worn out and thrown away. Yet the Pathfinder yields and springs in your hands.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear.

The rim side of the Pathfinder is pebbled so as to give the rim cement a tight grip and thus prevent creeping.

You can *repair* the Pathfinder Tire. This is another great feature of economy. Most bicycle tires cannot be repaired; when they begin to "go" they are done for.

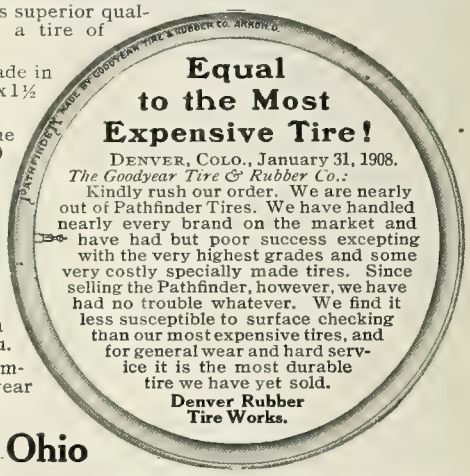
Remember—with all its superior qualities, the Pathfinder is a tire of moderate price.

The Pathfinder is made in sizes 28x1¼, 28x1⅜, 28x1½ and 28x1⅝.

We have throughout the country more than 350 Pathfinder agents, who tell us it is far and away the most popular tire they ever handled.

Our special Pathfinder Tire proposition is making money for agents. If we are not represented in your town this is a chance for you.

Write us today for a sample section of the Goodyear Pathfinder. Address:



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THERE IS BUT ONE HANDLE BAR

that affords comfort to all ages, sizes and conditions of mankind—

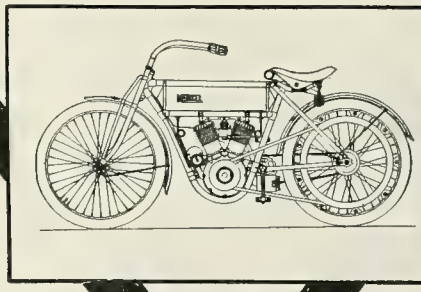
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Belt Drive MAGNETO AND **Chain Drive** BATTERY IGNITION

DOUBLE AND SINGLE CYLINDER MODELS

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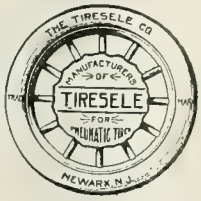
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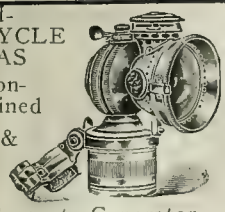
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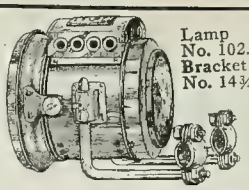
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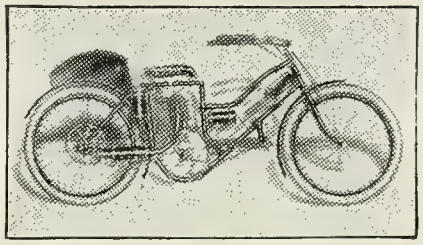
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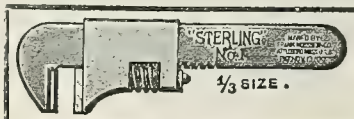
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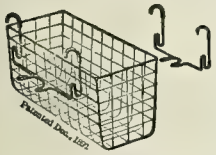
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Can put on or detach instantly with adjustable hook.

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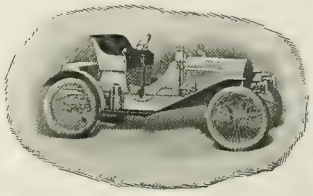
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WEAR LONGEST

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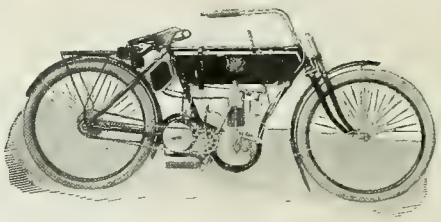
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Show Me That is what we like to hear because that means a man is open to conviction. We want to "show you" that we have the neatest designed, most powerful and lightest (consistent with strength) motorcycle on the American market.

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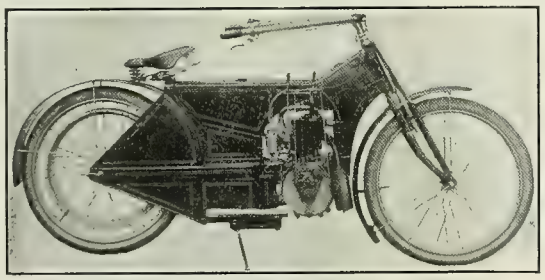
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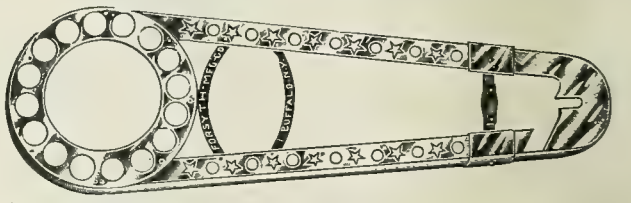
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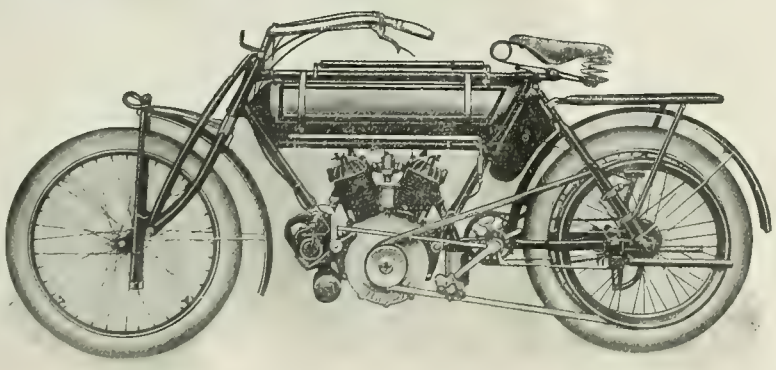
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